



Mississippi River Trail

Route Feasibility Study

Clinton County, Iowa

Final Report

August, 2005

Prepared By:



Stanley Consultants INC.



SHIVE HATTERY

Mississippi River Trail

Route Feasibility Study - Clinton County, Iowa

Cooperating Governmental Agencies

Clinton County
City of Clinton
City of Camanche
Iowa Department of Transportation

Final Report
August, 2005

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List of Definitions

At-Grade – Crossing in which two elements i.e. trail or roadway intersect which vehicle or pedestrian traffic can cross each other at the same elevation, therefore, no bridges or underpasses are required.

Bicycle Lane or Bike Lane (On-Road Bike Lane) – A portion of a roadway which has been designated by striping, signing and pavement markings for the preferential or exclusive use of bicyclists.

Bicycle Route System (Bike Route) – A system of bikeways designated by the jurisdiction having authority with appropriate directional and information route markers, with or without specific bicycle route numbers. Bike routes should establish a continuous routing, but may be a combination of any and all types of bikeways.

Links – Connector routes to destinations for the purpose of linking users to parks, campgrounds, and other public land use areas in close proximity to the Mississippi River.

Loops – Stand-alone routes that create opportunities for users to travel away from the primary route and experience access to the river and/or other vistas, support facilities or parks and then return back to the primary route.

Right-Of-Way – A general term denoting land, property or interest therein, usually in a strip acquired for or devoted to transportation purposes.

Shared Roadway (On-Road Shared Lane) – A roadway which is open to both bicycle and motor vehicle travel. This may be an existing roadway, street with wide curb lanes or road with paved shoulders.

Shared Use Path (Off-Road Bike Trail) – A bikeway physically separated from motorized vehicular traffic by an open space or barrier and either within the highway right-of-way or within an independent right-of-way. Shared use paths may also be used by pedestrians, skaters, wheelchair users, joggers and other non-motorized users.

Shoulder – The portion of the roadway contiguous with the traveled way for accommodation of stopped vehicles, for emergency use and for lateral support of sub-base, base and surface course.

Signed Shared Roadway (Signed Bike Route) – A shared roadway which has been designated by signing as a preferred route for bicycle use.

Trailhead – The point at which a trail begins. Trailheads often contain rest rooms, rubbish containers, sign posts and distribution centers for informational brochures about the trail and its features, and parking areas for vehicles.

Trail, Multi-Use Path or Bicycle Path – Same as Shared Use Path. However, the term bicycle path is becoming less common, since such facilities are rarely used exclusively by cyclists.

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Introduction

Mississippi River Trail

The Mississippi River Trail (MRT) is a bicycle route that follows the Mississippi River through 10 states including Iowa. The trail starts at the headwaters of the Mississippi at Lake Itasca, Minnesota and ends at the Gulf of Mexico. The route consists of over 2,000 miles of trail; approximately 280 of these are in Iowa.

Within Iowa, the MRT is a cooperative effort of all the cities and counties along the route, area councils of government, municipal and regional planning organizations, local and regional organizations for economic development, the Iowa Department of Transportation, MRT, Inc. (the trail’s national nonprofit organization), and many other organizations and individuals.

The 2003 Iowa MRT Plan defined a "border-to-border" bicycle route from Minnesota to Missouri as a component of this National MRT route. The alignment proposed in the 2003 Iowa MRT Plan for Clinton County represented a basic alternative that provided continuity of the MRT route from Jackson County to the north (400th Ave. or Co. Rd. Z 40) and Scott County (US 67) to the south.

Iowa Trail Segments

The Iowa MRT Plan primarily calls for two different types of trail segments: on-road lanes and off-road trails. On-road lanes consist of paved asphalt roadway shoulders. The shoulders on both sides of the roadway would be paved to accommodate bicycle traffic in each direction. Each shoulder, as defined by the plan would be a minimum of 6’ wide. In several locations bridges and other drainage structures would need to be widened to accommodate these lanes. On-road bike lanes are usually less expensive than off-road trails.

Off-road trails are not contiguous with the road. They may parallel a road at various offsets or may run “cross country”. These off-road trails shall be made of asphalt and would be a minimum 10’ wide to accommodate two way trail traffic. Separate stand alone trail bridges would be required. Refer to Appendix A - Photographs for example trail bridge photos.

Benefits of Trails

Trails offer many benefits to communities that include:

- Recreational opportunities
- Health, fitness, and quality of life
- Transportation
- Open space and natural area preservation and enhancement
- Economic development
- User Safety

Study Description

Purpose of Study

The Clinton County MRT route as originally proposed was an on-road, rural bike lane that local governments could leverage by developing local trail alignments connected to points of interest and opportunities for scenic and tourism benefits to the users. This alignment met the objective of connecting the Iowa MRT to the existing trail in Clinton, but did not address the intense local interest in developing a continuous, off-road trail through the urban areas of Clinton and Camanche that were nearer to the Mississippi River.

To address these interests Clinton County, the City of Clinton and the City of Camanche agreed to investigate other route alternatives. Stanley Consultants and Shive-Hattery were selected and hired to study additional routes using the following objectives:

- Identify routes to extend and connect existing trails in the City of Clinton.
- Identify a route through the City of Camanche.
- Identify routes to connect both Camanche and Clinton.
- Identify on-road and off-road alignments or corridors that connect to the MRT routes in Jackson and Scott counties.
- Feasible and workable routes as close to the Mississippi River as practical.

To help meet these objectives the following Iowa Trails 2000 location criteria were considered:

Natural Landscapes

- Diverse landscape types
- Proximity to water
- Low impact
- Scenic Beauty
- Wildlife viewing potential
- Ecosystem restoration opportunities

Design Issues

- Topographic characteristics
- Safety

Services

- Historic and cultural resources
- Resorts and campgrounds
- Local trail linkages
- Existing support facilities (gas, food, lodging, etc.)
- State/regional park facilities
- Interpretation

Land Use

- Sensitivity to agricultural uses
- Use of public land
- Proximity to population centers
- Existing transportation corridors

Financial/Implementation Considerations

- Acquisition and construction cost
- Maintenance feasibility and cost
- Potential for economic development
- Applicability for federal or other funding
- Availability of right-of-way
- Opportunity for multi-agency cooperation

Study Process

To begin the study an Advisory Committee (AC) of approximately 11 citizens was formed. The committee consisted of a cross section of the county including representatives from the local industry, the Chamber of Commerce, local bike clubs, City and County Engineers, Iowa Department of Transportation, etc. An initial meeting, AC meeting #1, was set up for Stanley Consultants and Shive-Hattery to meet with the Advisory Committee. The purpose of the meeting was to determine what were the interests and concerns of the AC and to ascertain their vision of what the MRT in Clinton County should be. The input from this meeting was then taken by Stanley Consultants and Shive-Hattery as guidance while conducting field reconnaissance to help evaluate possible route alternatives. After the route evaluation of possible alternatives were developed, a second AC meeting was held.

During meeting #2 the route alternatives were presented to the AC for their review and comments. Revisions to the route alternatives were then made based on the issues discussed during the meeting. At this point in the

study two additional meetings were then scheduled. The first meeting was AC Meeting #3, to present the refined route alternatives. This was a joint meeting with the AC and the following local governmental bodies were invited: City Councils of Camanche and Clinton and Clinton Co. Board of Supervisors.

Immediately following AC meeting #3 a Public Information meeting was held for the community to have a chance to review the route alternatives and provide comments.

Meeting notes from the AC meetings and the Public Information meeting are provided in Appendix E.

Selection and Development Strategy for Alignment Alternatives

Original Iowa MRT Route in Clinton County. The original 2003 Iowa MRT route entered Clinton County on 400th Ave. (Co. Rd. Z40) northwest of Andover (south of Miles in Jackson County), continued through Andover to US 67, and followed US 67 south until it connected with the existing trail at Eagle Point Park. The existing trail along the river levee in Clinton was utilized south to 13th Ave. N. (Elvira Rd. or Co. Rd. F12) where the route turned west and connected with 380th Ave. in Elvira (Co. Rd. Z36). From Elvira the route turned south on 380th Ave. to the intersection with US 67 in Folletts. US 67 south to the Scott County border completed the route.

For the purpose of this study, the original MRT border connections to Jackson County and to Scott County were considered "fixed" and all alternative alignments under consideration would be connected to these points. Contact was made with the East Central Intergovernmental Association (ECIA) in Dubuque and the Bi-State Commission in Rock Island regarding county connections, and confirmed, that at this time these border points will be the primary connection.

Routes, Links and Loops. Three categories of bike lanes and trails have been identified for this study.

"Routes" are the alternative alignments developed for review as a part of the Clinton County MRT study. Two alternative alignments have been identified for the rural segments, and two alternative alignments have been developed for the urban segment, which is primarily the connection between the existing river levee trail, Clinton and Camanche. These routes are to be the primary part or “spine” of the county system. For the system to be complete the “routes” must be included.

"Links" are connectors to destinations, i.e. Rock Creek Park, Bulgers Hollow, etc. Links are not part of the "spine" of the MRT routes, but have been identified as opportunities for further enhancing the MRT route system.

"Loops" are stand-alone, but connected, routes that create opportunities for more riders to participate in biking activities by defining routes that can be used for training, exercise, family activities and other uses that a multi-use trail can accommodate, i.e. short biking trips, access to the river and/or other vistas; or can be used to establish bike routes that do not necessarily serve long-distance riders, but continue to serve both the recreational and experienced bicyclist.

Loops are additional bike lane/trail segments that were discovered during the MRT trail planning process. These loops could be developed and designated independently of the MRT and would greatly expand the opportunity to travel throughout the study area for both experienced and recreational riders. While these loops are not a part of the formal MRT plan, they are continuous segments that could be used by riders to create bike ride activities of varying lengths.

These links and loops are intended to provide opportunities for enhanced riding experiences by identifying access to scenic views, local points of interest, tourism destinations and to create a more satisfying alignment for trail users and bike riders of all skill levels.

The loops consist of on-road, shared-road or trail segments depending upon the level of trail development desired by the communities. The loops also represent some of the most promising elements of the long-range bike plan for Clinton County. However, they have been included in the study as opportunities, not as primary MRT alternatives for evaluation and development.

Links and loops are considered a secondary priority behind the development of the “spine” of the MRT. Once completion of the primary route alternatives are complete loops and links could be added as additional enhancements to the MRT route system.

One of the primary benefits of the MRT system is to enhance the attraction of tourism potential to local communities. The MRT establishes the "spine" for a system, but does not attempt to circumvent local efforts to highlight opportunities. Links to the MRT are critical because the MRT on-road bike lanes many times cannot be located within close proximity to these features. However, the ability to "divert" users from the route by offering amenities and/or lodging options makes the two systems complementary in nature.

Links to local features and attractions must be identified and publicized in order to attract customers. The links also provide connections to other segments of the trail system or to destinations for recreational riders who seek out routes of 10, 20, or 30+ miles in length. The links also provide continuity to the entire MRT system by establishing marked routes with differing terrain, vistas, and scenery and alignment challenges.

MRT Trail Development Strategy. The strategy for developing alternatives included the consideration of links and loops in addition to redefining the primary MRT route alignment

A 1994 report by the Federal Highway Administration identified three levels of cycling ability:

Group A: Advanced Bicyclists – Experienced riders who can operate under most traffic conditions.

Group B: Basic Bicyclists – Casual or new adult and teenage riders who are less confident of their ability to operate in traffic without special provisions for bicycles. These riders prefer low-speed, low traffic volume streets or designated bicycle facilities.

Group C: Children – Pre-teen riders whose roadway use is monitored by parents. Eventually they are accorded independent access to the system. They and their parents prefer residential streets with low motor vehicle speed limits and volumes, sidewalks, and trails.

One of the most important findings in the alignment development process was the realization that the MRT actually should serve two very important, but distinctly different functions. The first function was to create a continuous off-road trail network suitable for recreational users (Group B and C) that included only off-road trails without any sections of on-road bike lanes on the shoulders of higher speed roadways. Even short segments of high-speed, on-road bike lanes defeat the purpose and attraction of the trail system.

For example, children riding bikes on the trail should not encounter high-speed traffic adjacent to a roadway due to the placement of the trail on an existing bridge as a cost-saving measure. Either the trail system meets the minimum criteria for a trail, or it will not function properly, nor will the users tolerate the safety issues associated with on-road bike lanes. Therefore, a recreational trail system demands continuity in location and alignment along the entire length of the trail.

The second function was to provide on-road routes on higher speed; low volume rural roadways that the experienced riders (Group A) on local rides or long distance trips would seek out to avoid the congestion and complications of off-road trails. The experienced road bike rider tends to not travel on multi-use trails with a mix of walkers, runners, skaters and bicyclists.

This dual function concept is identical to the highway bypass/local street network system in urban areas for cars and trucks. Both types of roadways serve critical functions, but have distinctly different users, design parameters and operational characteristics.

Route Alternatives

Rural Alternatives

Observations

One very apparent conclusion from the field reconnaissance effort was that there are few continuous, existing paved roads that link to the north and south MRT route county border connections. For map of paved roads in Clinton County see Appendix D. In fact, only one candidate route was identified that followed existing paved county roads, was continuous from Jackson County to Scott County, and could operate as the "spine" for the rural MRT alternative.

Another rural route was identified where the alignment follows both county roads and US 67 from the Jackson County connection and connects to the existing Clinton trail near Eagle Point Park. The urban alternative ties into the south end of the existing levee trail and continues through Clinton and Camanche. On the south side of Camanche the rural route starts back up and follows US 67. It connects to the Iowa MRT route near Folletts Park and continues to the Scott County border. Other opportunities for linking points of interest and for creating trail loops of varying lengths and user challenges were identified as these rural alignments were being developed.

The two rural alternatives consist of on-road bike lanes on low-volume, paved county roads (with one segment of US 67). Both the North Rural Alternatives begin at the north connection to Jackson County on 400th Ave. (Co. Rd. Z40) and heads south. Alt. #1 turns east on 140th St. (E50), turns south on US 67 and connects to Eagle Point Park and the existing Clinton trail.

North/South Rural Alt. #2 turns west on 140th St. (E50), south on 390th Ave., west on 150th St., and then follows paved county road south along 380th Ave. (Z36) all the way to Folletts Park where the route intersects US 67 and travels along the highway to the south at the Scott County border. South Rural Alt. #1 is the connection from the Camanche urban route to Folletts. This alternative is an off-road trail consistent with the objective of developing a continuous trail from Folletts to Eagle Point Park. South Rural Alt. #2 is the extension of the North Rural Alt. #2 on 380th Ave. (Z36).

North Rural Alternative #1

Route Summary. Most of this route is an on-road rural bike lane except for one block of off-road bike trail. Refer to Figures B-1 and B-2 and the MRT Route Types map. The route starts at the Jackson county line at 400th Ave. (Co. Ro. Z40) and runs south along 400th Ave. until it hits 140th St. (E50). This portion is also identified as part of the N/S Rural Alternate #2. If the N/S Rural Alternative #2 is constructed prior to the North Rural Alternative #1, then this portion of the alignment will already be in place. The route then heads east along 140th St. (E50) until it intersects US 67 and heads south. At the intersection of Stockwell Lane the route heads east again for approximately one block until it ties into the existing trail system by Eagle Point Park. The portion of the route on Stockwell Lane is an off-road bike trail.

The overall length of this alternative is approximately 16 miles. This includes the four mile segment that is shared with the N/S Rural Alternative #2.

No Federal or State endangered and threatened species, historic or prehistoric sites, hazardous waste sites, high risk underground storage tanks or contaminated properties are anticipated with this alternative.

This route stays out of the 100 year floodplain except at a few local stream crossings.

Route Amenities and Opportunities. From this route Bulgers Hollow Campground can be accessed via the Bulgers Hollow Link.

Bald Point can be accessed via the Bald Point Loop; and there is a potential for a connection to a River Bluff Loop.

Parking opportunities exist near Andover.

South Rural Alternative #1

Route Summary. This route is a combination of On-road Rural Bike Lane and Off-road Bike Trail. Refer to Figures B-1 and B-2 and MRT Route Types map. The route starts on the south side of Camanche where US 67 and Washington Blvd. intersects. From this intersection the route follows US 67 south to Folletts Park. At Folletts park it would then follow along the south side of the park to avoid the curve on US 67 just north of the park and would then join back up with and follow US 67 until it ends at the Scott County line. The portion of the trail from Folletts Park to the Scott County line is also identified as part of the N/S Rural Alternative #2. If the N/S Rural Alternative #2 is constructed prior to the South Rural Alternative #1, then this portion of the alignment will already be in place.

The overall length of this alternative is 6 miles. This includes the 2 mile segment that is shared with the N/S Rural Alternative #2.

No Federal or State endangered and threatened species, historic or prehistoric sites, hazardous waste sites, high risk underground storage tanks or contaminated properties are anticipated with this alternative.

A portion of this route is within the 100 year floodplain.

Route Amenities and Opportunities. From this route Rock Creek Park can be accessed via the Rock Creek Link and there is direct access to Folletts Park.

Parking opportunities exist at Folletts Park.

N/S Rural Alternative #2

Route Summary. This entire route is an on-road Rural Bike Lane. Refer to Figure B-2 and MRT Route Types map. The route starts at the Jackson county line at 400th Ave. (Z40) and runs south along 400th Ave. until it hits 140th St. (E50). This portion is also identified as part of the North Rural Alternative #1. If the North Rural Alternative #1 is constructed prior to the N/S Rural Alternative #2, then this portion of the alignment will already be in place. The route then heads west along 140th St., south on 390th Ave. (E50), west on 150th St. and finally south on 380th Ave. (Z36) until it ties into US 67 by Folletts Park. At this point the route follows US 67 until it ends at the Scott County line. The portion of the trail from Folletts Park to the Scott County line is also identified as part of the South Rural Alternative #1. If the South Rural Alternative #1 is constructed prior to the N/S Rural Alternative #2, then this portion of the alignment will already be in place.

The overall length of this alternative is 23 miles. This includes the four mile segment that is shared with the North Rural Alternative #1 and the two mile segment that is shared with the North Rural Alternative #1.

No Federal or State endangered and threatened species, historic or prehistoric sites, hazardous waste sites, high risk underground storage tanks or contaminated properties are anticipated with this alternative.

This route stays out of the 100 year floodplain with exception to a few local stream crossings.

Route Amenities and Opportunities. Folletts Park can be accessed via this route. The park would allow for parking opportunities.

Additional potential parking opportunities exist at intersection of 150th St. and 380th Ave. (Z36) or 150th St. and 390th Ave.

Urban Alternatives

Observations

One primary urban alternative is an alignment that connects the existing bike trail from Eagle Point Park and the levee trail system to the cities of Clinton and Camanche. The emphasis on the alignment was to leverage the built or planned trail along US 30/67 with an extension of a continuous off-road trail alignment. The alignment also extends to Folletts Park via the rural alternative south of Camanche, which is also planned to be an off-road trail. The objective was to develop an 18-mile, completely off-road trail that was continuous from Folletts to Eagle Point Park and connects to major destinations within the communities of Clinton and Camanche. This is one of the principal outcomes expected from this study.

This outcome also represents one of the most exciting segments of the entire trail plan because the routes would be accessible for all users with varying skill levels. Continuity of the off-road trail or low-volume, low speed, bike lanes features is essential to this alternative. In other words, even a short segment of on-road bike lanes on high-speed roadways would defeat the purpose and availability of the trail to all users.

The planned trailhead at Folletts is also located at the junction of the MRT North Rural Alternative to South Rural Alternative on 380th Ave. (Z36). As a result, the combination of the urban and rural alternatives

includes not only the “spine” of the MRT, but the local connection desired by the communities. This component is a major benefit for the development of the long-term trail plan in Clinton County.

South Urban Alt. #1 is an off-road trail from the intersection of Washington Blvd. at US 67 through Camanche, north along US 67 to US 30 where it connects to the existing and planned trail along US 30 to the intersection of S 4th St. and 11th Ave. S. From this intersection, the route would head north along S 4th St. and then east along 7th Ave. S until it ties into the existing levee trail.

North Urban Alt. #2 is an off-road trail that runs north along S 14th St. from the intersection of US 30/67. This alternative passes near Clinton County Country Club, George Morris Park, Clinton Community College, and Clinton High School. It ties into the existing levee trail at 7th Ave. S. This alternative can be completed in advance of the US 30 reconstruction from S 14th St. to S 4th St. As a result, the continuous off-road trail extension from Eagle Point Park to Folletts Park can be completed independently of the US 30/67 project. The objective of this alternative would be to provide both a short-term and long-term off-road bike trail alignment.

North Urban Alternative #2

Route Summary. The entire route is an Off-Road Bike Trail. Refer to Figure B-1 and the MRT Route Types map. The route begins near the south end of the existing trail in Clinton. It diverges off the existing levee trail just behind Historical Museum on 8th Ave. S and weaves down the existing levee foreslope and heads to the eastern termination of 7th Ave. S. The route would head west along 7th Ave. S. Along 7th Ave. S an existing concrete sidewalk would need to be widened to 10’ and designated as a trail. The route then turns south at Argyle Court and runs southwesterly along the west side of Lincoln Blvd. The existing concrete sidewalk along Lincoln Blvd. would need to be widened to 10’ and designated as a trail. Near the 11th Ave. S intersection the trail will utilize a City greenscape by crossing diagonally south west across a green field and parallel a drainage ditch until it intersects with S 14th St. just north of 14th Ave. S. The route crosses the street and then turns south along the west side of S 14th St. until it intersects with US 30 where it can tie into South Urban Alternative #1.

The segment of this route from the existing levee trail to S 4th St. is also identified as part of the north end of South Urban Alternative #1. If this segment is constructed as part of the South Urban Alternative #1, then this portion of the route will already be in place.

Additional lighting will be required along the portion of the trail that cuts diagonally across the greenscape southwest of the Community College.

The overall length of this alternative is approximately 2.5 miles. This includes the 0.4 mile segment that is shared with the South Urban Alternative #1.

No Federal or State endangered and threatened species, historic or prehistoric sites, hazardous waste sites, high risk underground storage tanks or contaminated properties are anticipated with this alternative.

A portion of this route between S 14th St. and S 12th St. is within the 100 year floodplain.

Route Amenities and Opportunities. This route passes by Clinton High School, Clinton Community College, George Morris Park and the Clinton County Country Club.

Potential parking opportunities are available at the schools and parks.

South Urban Alternative #1

Route Summary. This route is entirely an off-road Bike Trail. Refer to Figure B-1 and the MRT Route Types map. The route begins at the existing levee trail. It would come off the existing trail and follow the same alignment along 7th Ave. S. as described in the North Urban Alternative #2 until it hits S. 4th St. and then head south until it intersects with US 30. Once on US 30 the trail would then follow an existing 10’ concrete trail along the north side of the highway. This trail is part of the planned reconstruction of US 30/67 currently in preliminary design phase. This work is being done by Howard R. Green. The trail will cross US 30/67 and head south along the east side of US 67 toward Camanche. On the north side of Camanche the trail would follow along the east and then south side of Washington Blvd. through the downtown area until it ends at the intersection of Washington Blvd. and US 67. In downtown Camanche the trail will be concrete instead of the standard asphalt to be in keeping with the local aesthetics. Once out of the downtown area, the trail would return to asphalt.

Several options are available to cross US 30/67 in Clinton. The trail could cross at the existing crosswalk at the intersection where US 30/67 combine or a new crossing could be identified at a midblock point. If an at-grade crossing is not desired for safety reasons, then a pedestrian/bike bridge could be constructed to cross over US 30/67. A second option might be to cross under the existing bridge at Mill Creek. Photographs of representative pedestrian/bike bridges are provided in Appendix A. The cost estimate for South Urban Alternative #1 provides only for utilizing the existing at-grade crossing.

Currently the City of Camanche is studying a street widening and improvement plan along Washington Blvd. This proposed route alternative calls for incorporating the Off-road Bike Trail into these improvement plans.

No Federal or State endangered and threatened species, historic or prehistoric sites, hazardous waste sites, high risk underground storage tanks or contaminated properties are anticipated with this alternative. One high risk underground storage tank was discovered along Washington Blvd. in Camanche. It is anticipated that any remediation required for this tank would be addressed in any construction that may come out of the street improvement study. Two to three high risk tanks were discovered in Clinton along the portion of US 30 that is currently under preliminary design. It is anticipated that any remediation required for these tanks will be addressed in the planned US 30/67 improvements.

The overall length of this alternative is 7.5 miles.

A portion of this route is within the 100 year floodplain.

Route Amenities and Opportunities. The Camanche Riverfront, local parks, library and RR Museum can be accessed from this route via the Camanche Loop.

This route will lead to downtown Clinton and over to the existing levee trail or can provide a connection to the Mill Creek Parkway Loop.

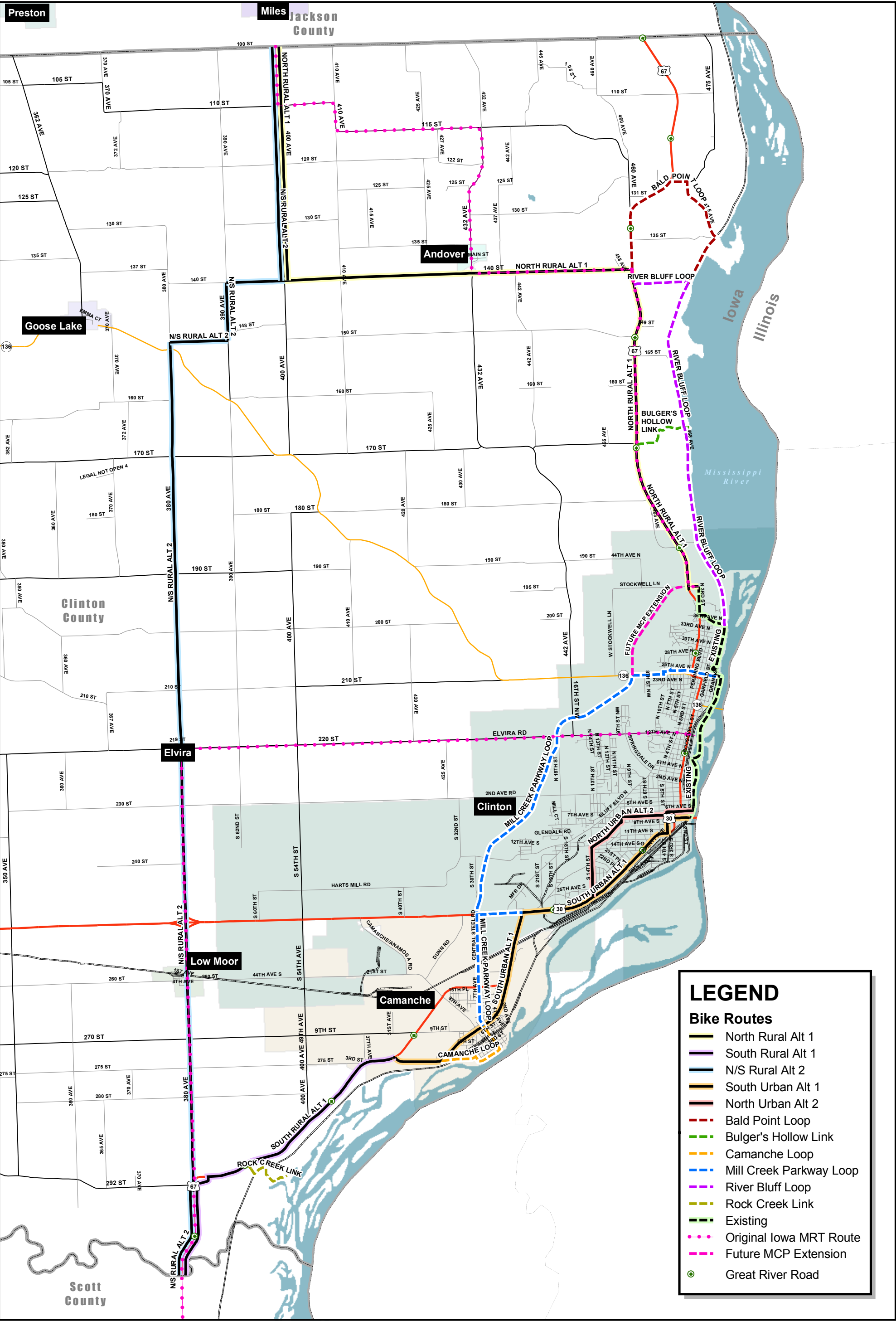
Mississippi River Trail

Route Alternatives



Map Prepared By
SHIVE HATTERY
August, 2005

1 inch equals 1.5 miles



Loops and Links

Links

Two links were identified: Rock Creek Link and Bulgers Hollow Link. Refer to Route Alternatives Map in Section 2.

Rock Creek Link

The Rock Creek Link connects Rock Creek County Park with South Rural Alt. #1. This would provide access to the campground and creates an opportunity for a river view along the MRT.

This Link has been identified and agreed to by the AC and Study Team. Future coordination is required with Clinton County Conservation Board before Link is fully developed.

Bulgers Hollow Link

The Bulgers Hollow Link connects North Rural Alt. #1 with Bulgers Hollow. This segment provides access to an excellent river view in a scenic, natural area and to a potential River Bluff Loop described below. Both of these links are envisioned to be shared-roadway on low-volume, gravel roadways. Paving these roadway/bike links could be given consideration in the future.

Loops

Four loops were also identified: Mill Creek Parkway, River Bluff, Bald Point and Camanche Loops.

Mill Creek Loop

The Mill Creek Loop extends along US 30, and Central Steel Rd./7th Ave., and then northerly along Mill Creek Parkway, IA 136 and Main Ave. to the levee trail near Eagle Point Park. This loop is envisioned as an off-road trail. The loop could be extended to Eagle Point Park if Mill Creek Parkway is ever extended to Stockwell Lane in the future. This loop does also provide a connection to Camanche from US 30, south along Central Steel Rd.

River Bluff Loop

River Bluff Loop is perhaps the most exciting discovery of all the potential trail system components. While undertaking the railroad reconnaissance trip, the potential for developing a major trail segment adjacent to the river bluff was explored. The feasibility for this trail should be investigated further due to the potential for creating one of the most unique and scenic trails in the entire MRT system. The identification of a narrow, existing access lane perched above the railroad that follows the river bluff was made. It is believed that a portion of this currently is a part of an existing equestrian trail. Many segments of an existing trail are already cleared through the trees and bluffs. However, the "missing links" that were observed, along with existing riverfront development pose significant obstacles in fully developing this loop. The loop alignment would connect to Eagle Point Park, travel north along the river bluff and connect to the North Rural Alt. #1 near 140th St. (E50). This loop has the potential of crossing historical sites and encountering threatened and endangered species.

Bald Point Loop

The Bald Point Loop extending north from the River Bluff Loop to US 67 was also identified as a potential trail segment in a scenic and natural area. The terrain presents challenges for the casual rider, but the loop remains a logical addition to the long-range trail plan. Part of this loop would be a shared roadway segment on gravel roads that could be paved in the future. The remaining portion would consist of bike lanes along US 67. Recreational riders could use the loop as an extension of the River Bluff Loop but would be restricted to the low-volume roadway segments on 125th St. and 475th Ave.

Camanche Loop

The Camanche Loop extends easterly from the intersection of Washington Blvd. and 3rd St., turns southeasterly toward the Mississippi River onto 1st St. and continues past the city library, several parks, a lookout point on the river, and connects back to Washington Blvd. on 7th Ave. This loop provides one of the best urban vistas of the river for the MRT system in Clinton County. The loop would be a signed shared roadway bike route designated on low volume, low speed local streets without formal bike lanes.

Mississippi River Trail Route Maps

Attached are the following route maps:

- MRT Route Types
- MRT Detailed Area Map – Southwest
- MRT Detailed Area Map – Southeast
- MRT Detailed Area Map – East
- MRT Detailed Area Map – Northeast
- MRT Detailed Area Map – Northwest
- MRT Detailed Area Map – West
- MRT Proposed ROW Acquisition

Mississippi River Trail

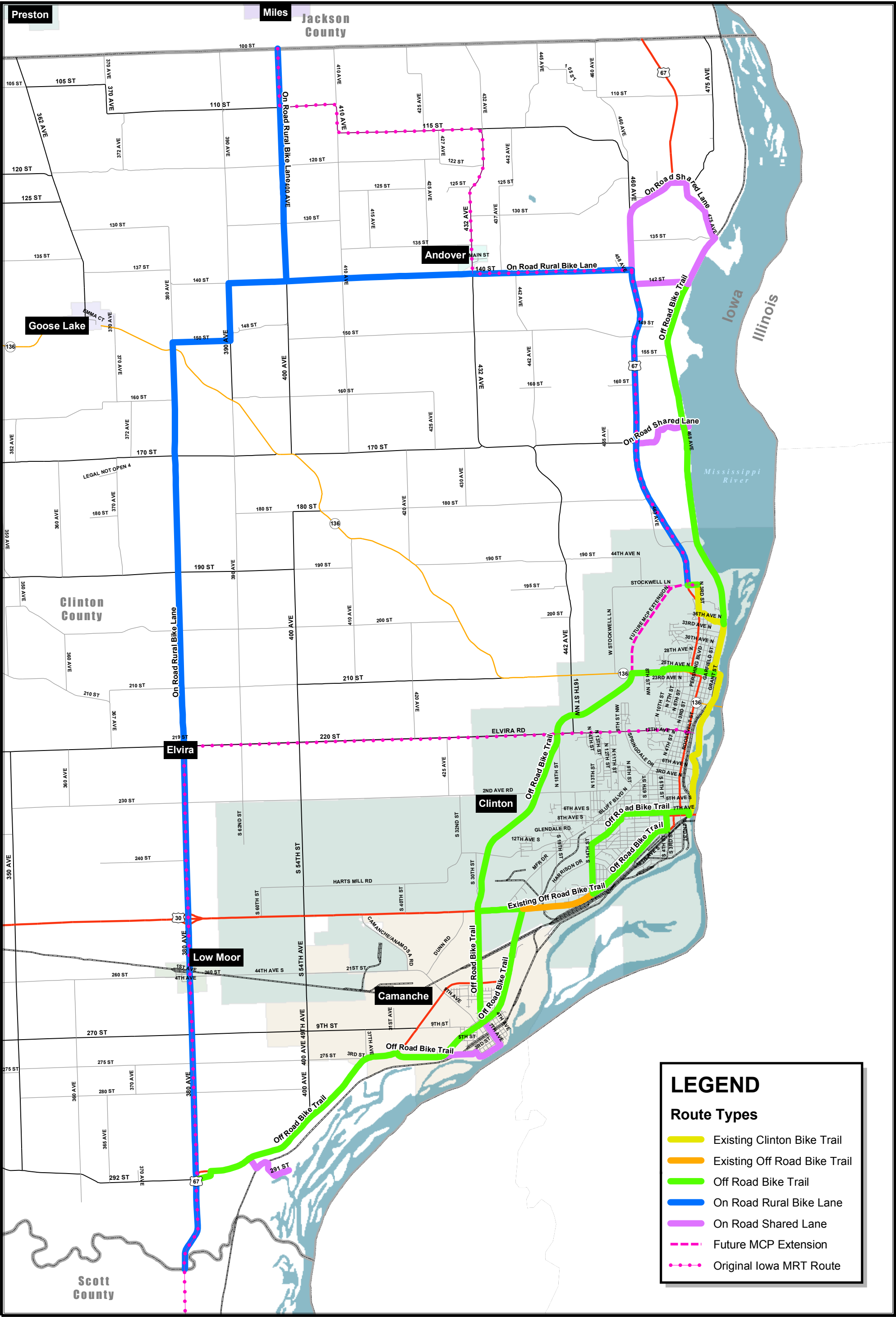
Route Types



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1 inch equals 1.5 miles

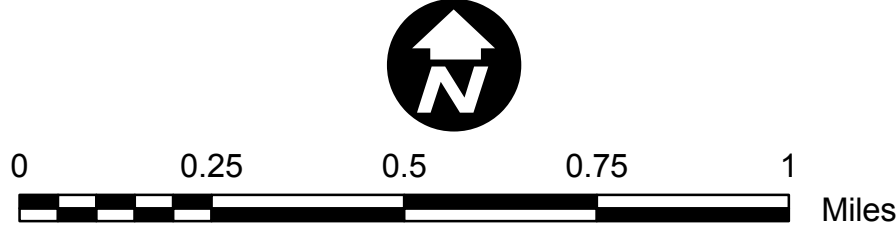
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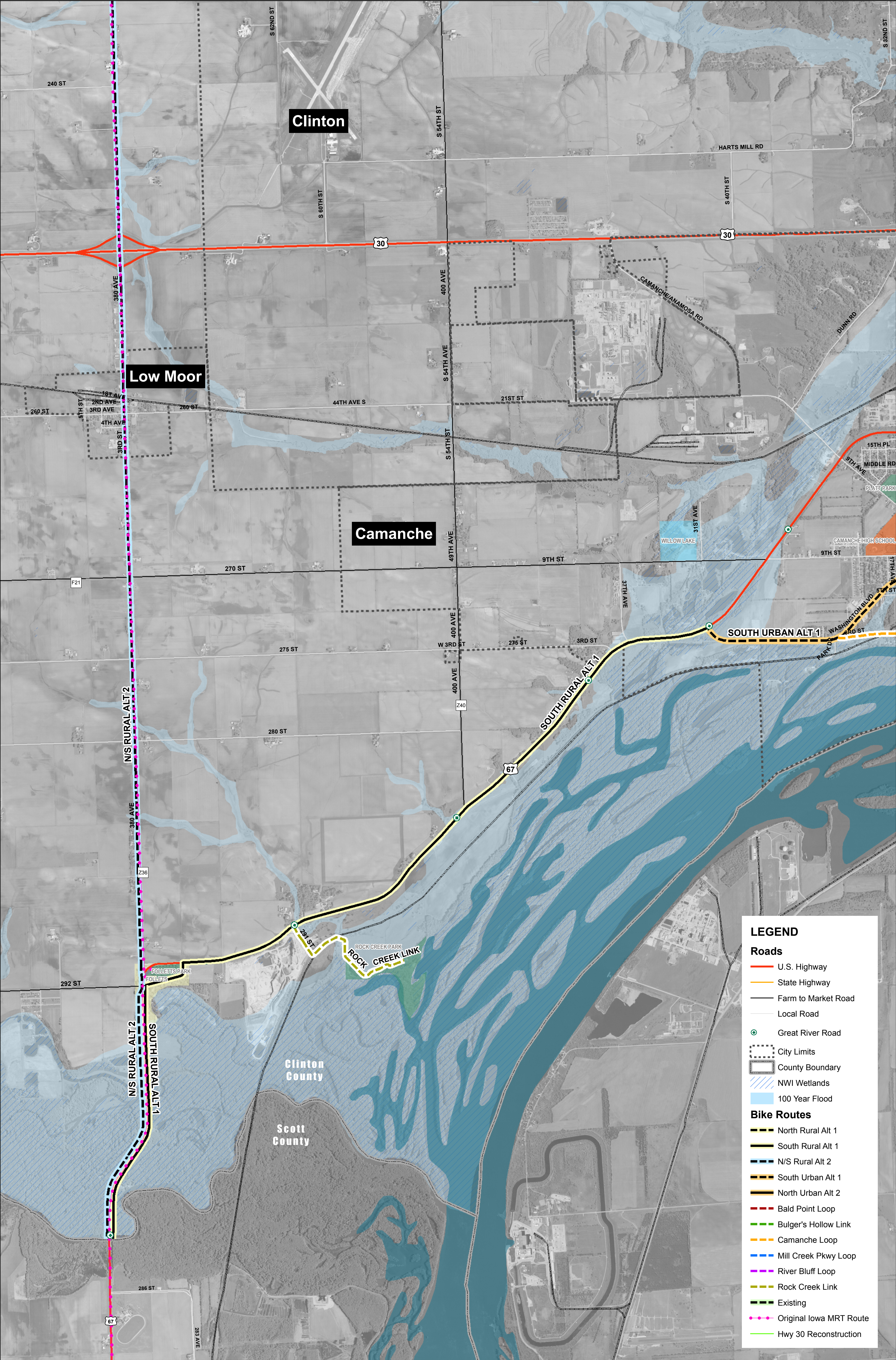


Mississippi River Trail

Detailed Area Map - Southwest



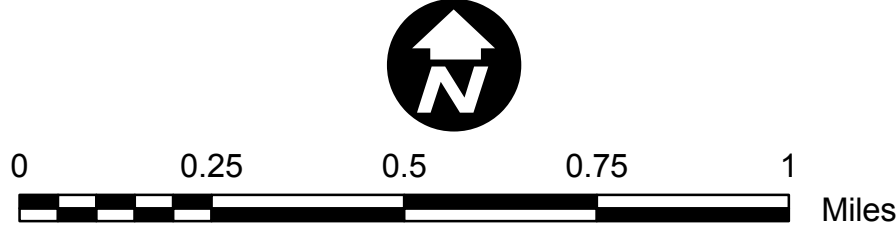
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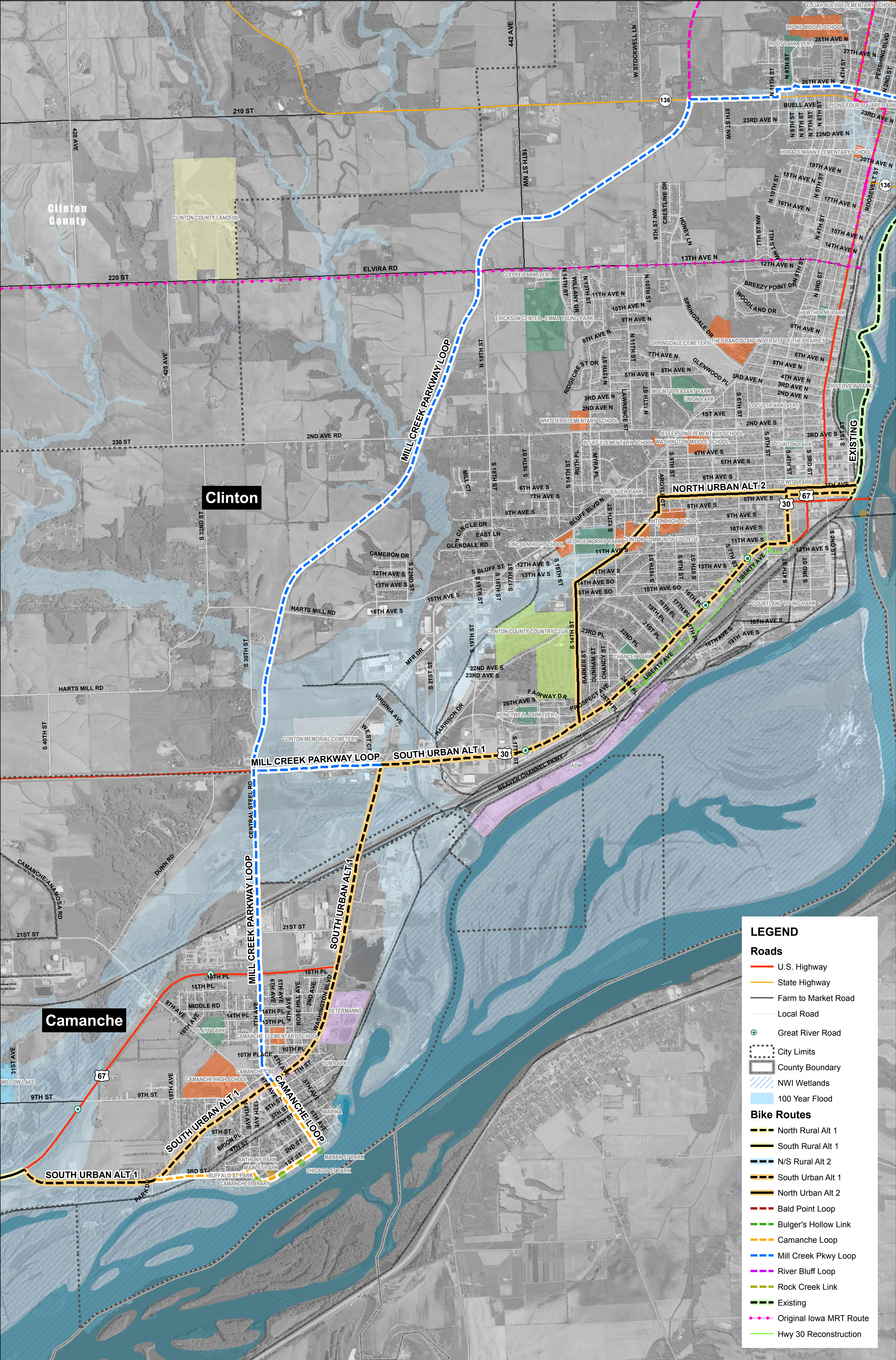


Mississippi River Trail

Detailed Area Map - Southeast



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LEGEND

Roads

- U.S. Highway
- State Highway
- Farm to Market Road
- Local Road
- Great River Road

Bike Routes

- North Rural Alt 1
- South Rural Alt 1
- N/S Rural Alt 2
- South Urban Alt 1
- North Urban Alt 2
- Bald Point Loop
- Bulger's Hollow Link
- Camanche Loop
- Mill Creek Pkwy Loop
- River Bluff Loop
- Rock Creek Link
- Existing
- Original Iowa MRT Route
- Hwy 30 Reconstruction

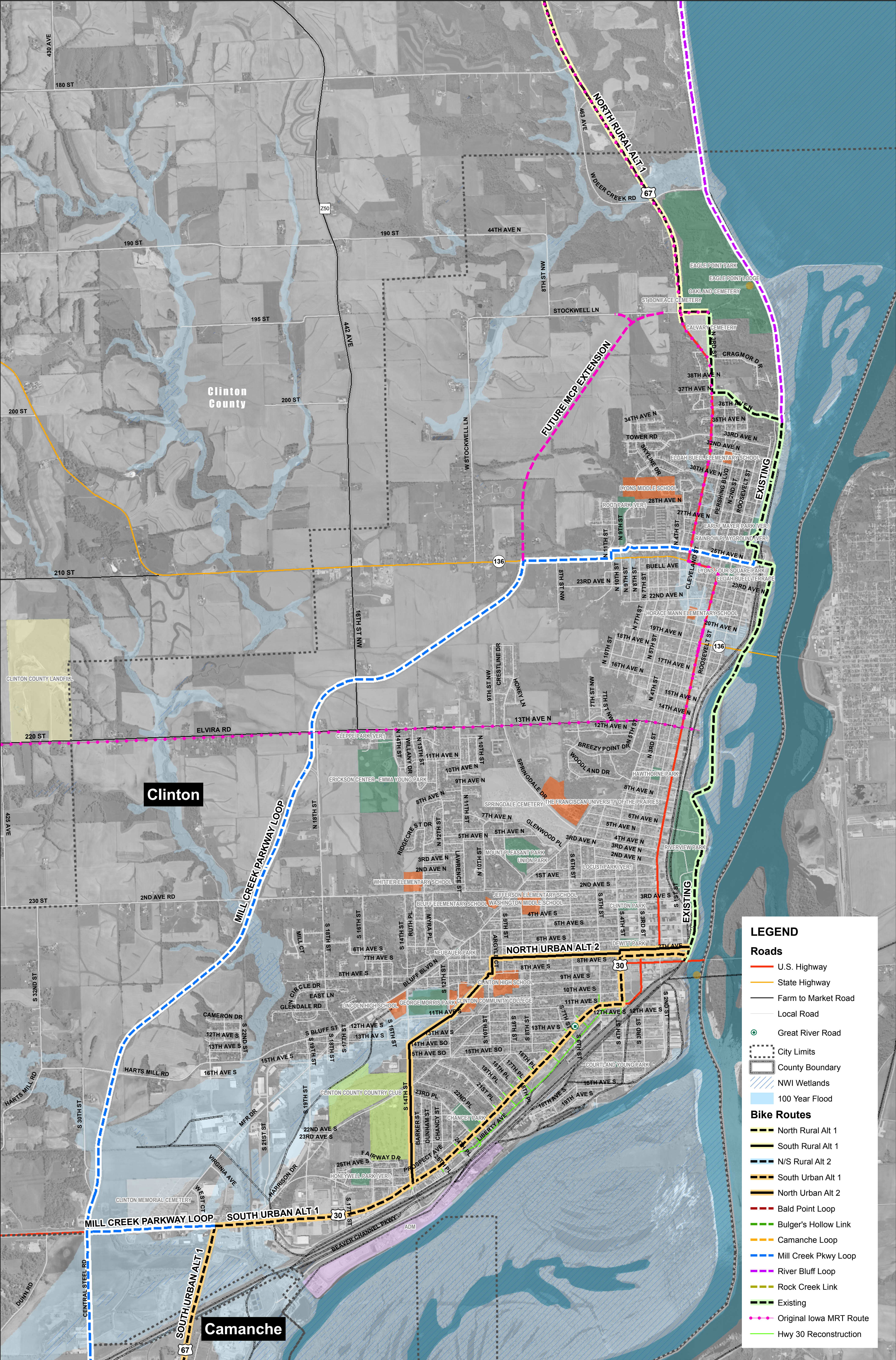


Mississippi River Trail

Detailed Area Map - East



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LEGEND

Roads

- U.S. Highway
- State Highway
- Farm to Market Road
- Local Road
- Great River Road

City Limits

- City Limits
- County Boundary

NWI Wetlands

- NWI Wetlands

100 Year Flood

- 100 Year Flood

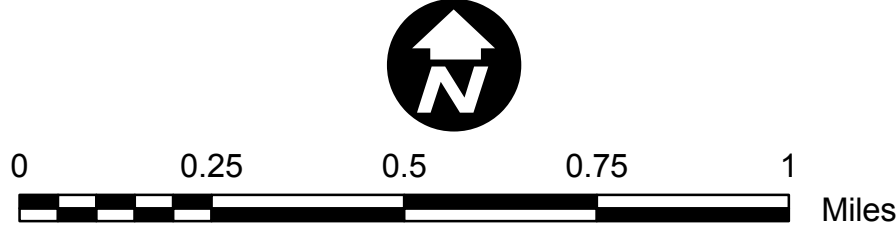
Bike Routes

- North Rural Alt 1
- South Rural Alt 1
- N/S Rural Alt 2
- South Urban Alt 1
- North Urban Alt 2
- Bald Point Loop
- Bulger's Hollow Link
- Camanche Loop
- Mill Creek Pkwy Loop
- River Bluff Loop
- Rock Creek Link
- Existing
- Original Iowa MRT Route
- Hwy 30 Reconstruction

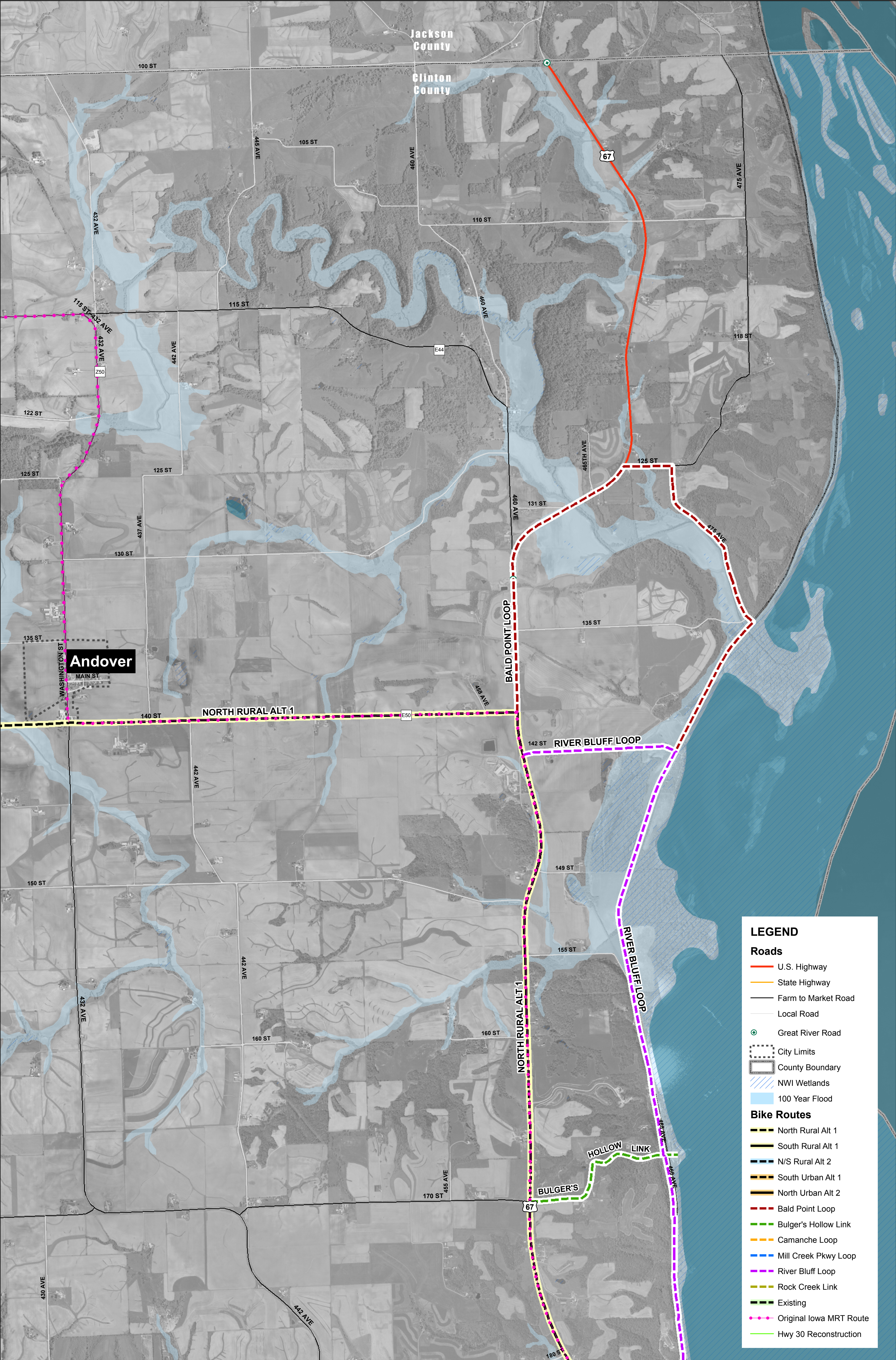


Mississippi River Trail

Detailed Area Map - Northeast



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LEGEND

Roads

U.S. Highway

State Highway

Farm to Market Road

Local Road

Great River Road

City Limits

County Boundary

NWI Wetlands

100 Year Flood

Bike Routes

North Rural Alt 1

South Rural Alt 1

N/S Rural Alt 2

South Urban Alt 1

North Urban Alt 2

Bald Point Loop

Bulger's Hollow Link

Camanche Loop

Mill Creek Pkwy Loop

River Bluff Loop

Rock Creek Link

Existing

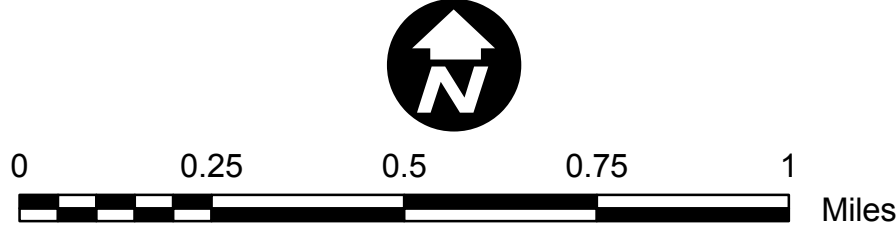
Original Iowa MRT Route

Hwy 30 Reconstruction

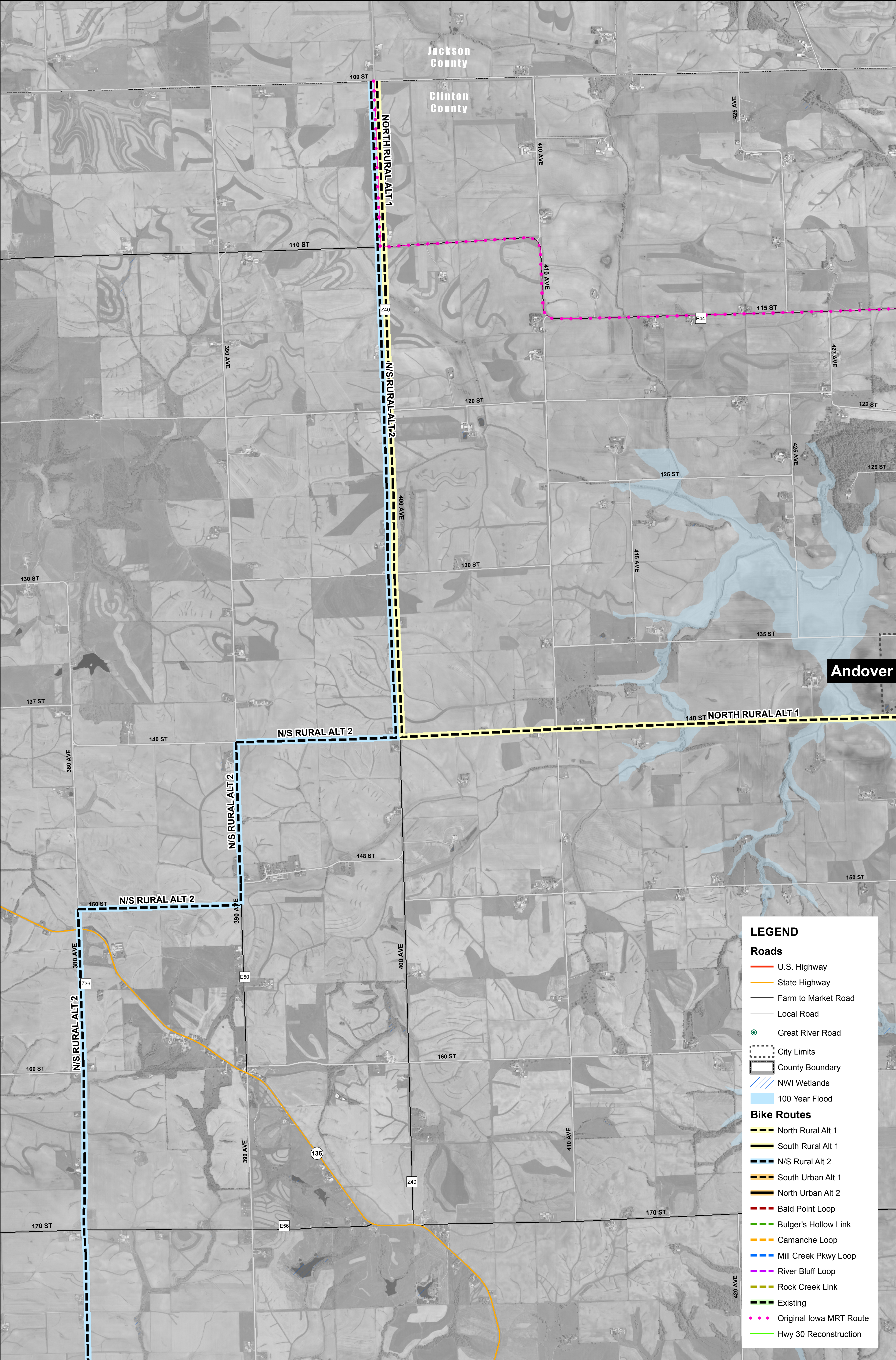


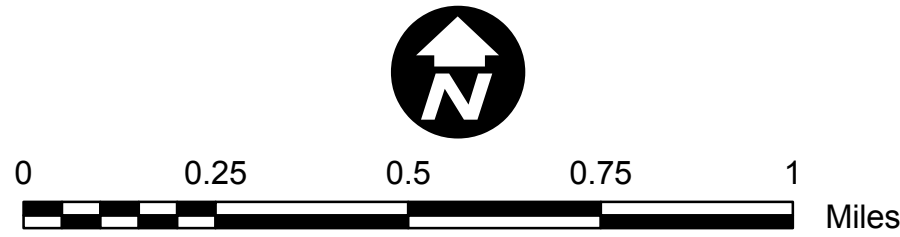
Mississippi River Trail


Detailed Area Map - Northwest

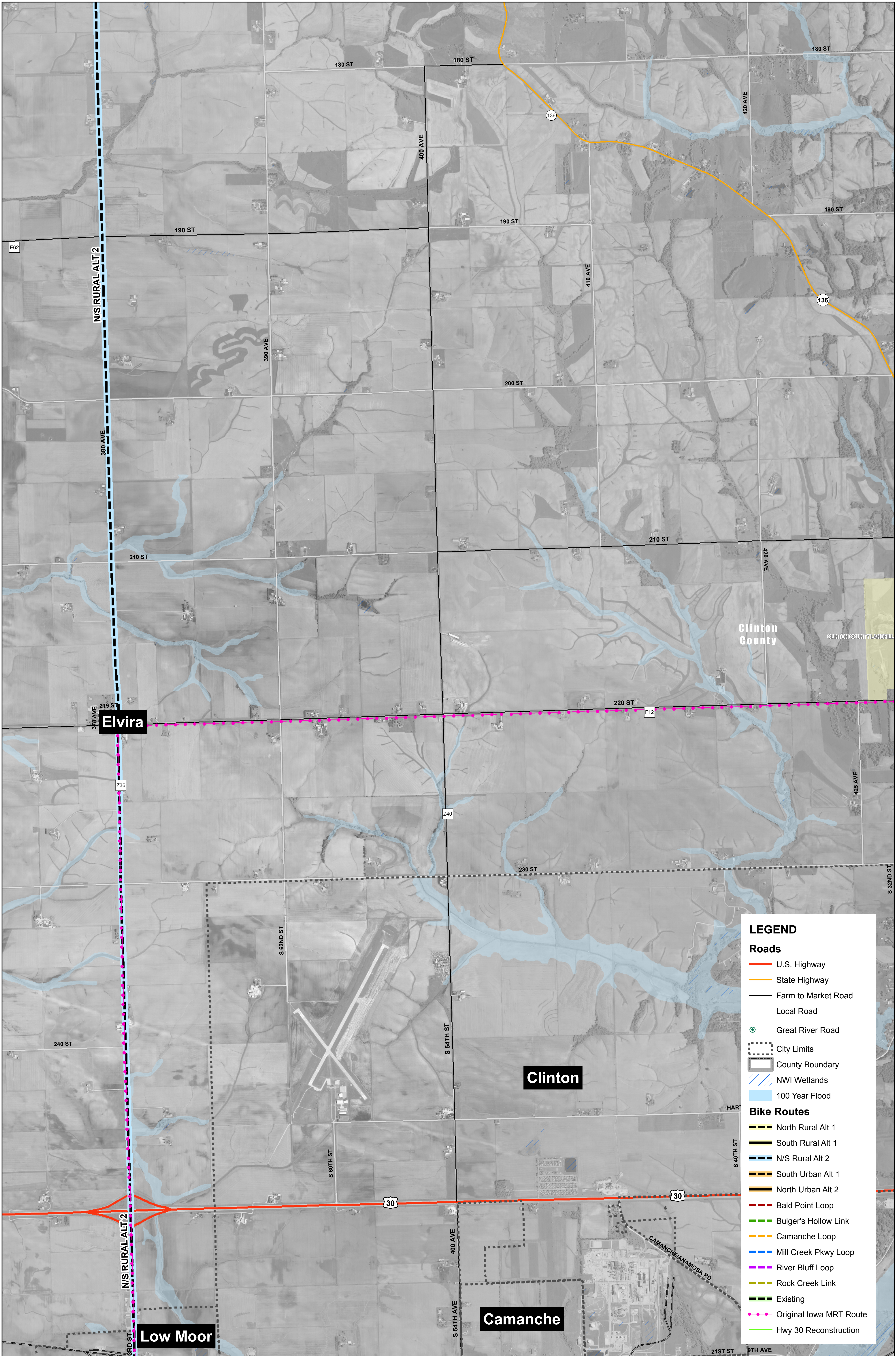


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August, 2005





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Mississippi River Trail

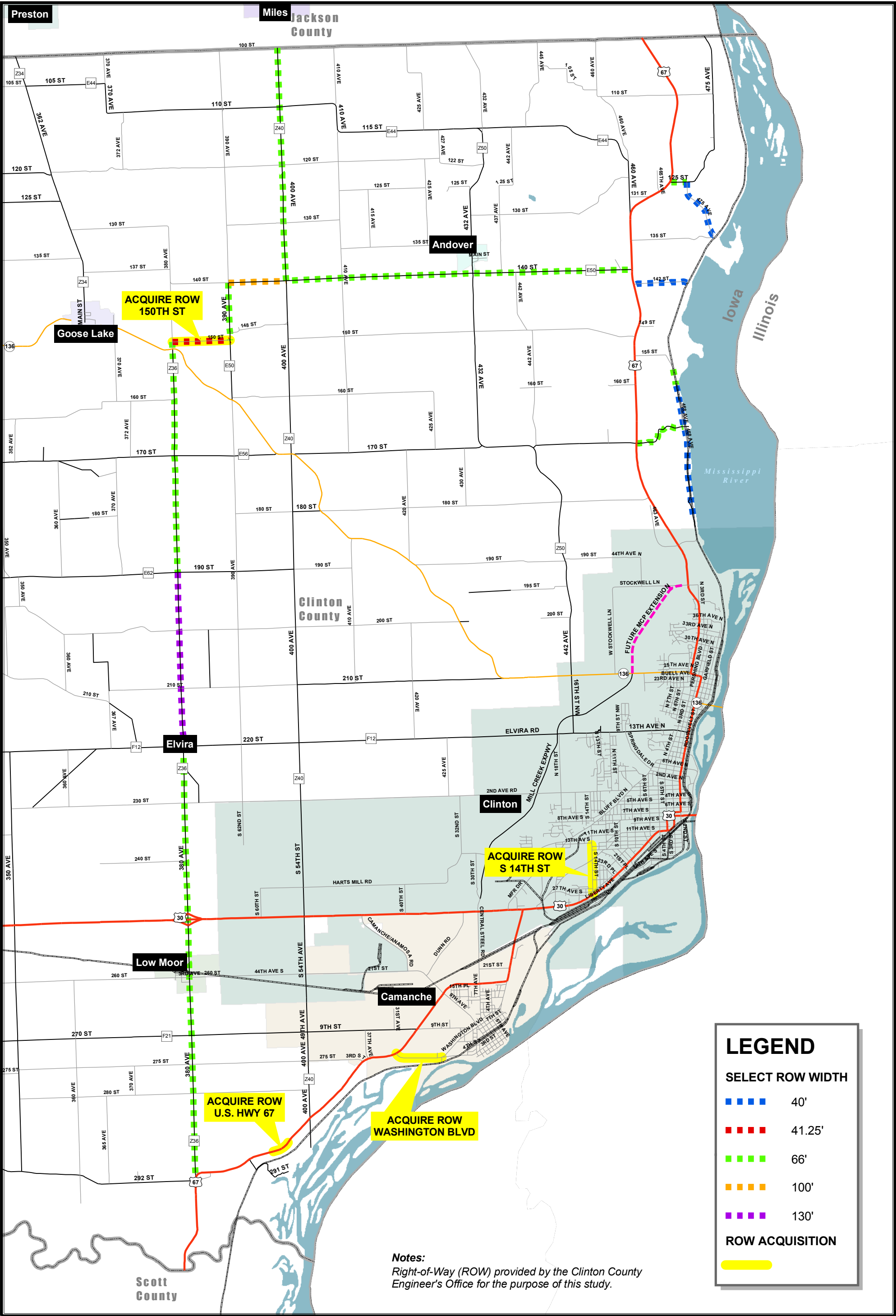
Proposed ROW Acquisition



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1 inch equals 1.5 miles

August, 2005



Screened Routes

The following list includes candidate alignments that were considered, evaluated and not selected for the recommended plan. The information following each alignment describes the attributes that were considered in the alternative screening and evaluation process.

Original Iowa MRT Route in Clinton County

220th St./Elvira Rd./13th Ave. N

- High traffic in urban segment east of Mill Creek Parkway
- Too hilly with fair to poor sight lines outside city limits, west of Mill Creek Parkway
- Poor connection to existing Clinton Levee Trail (must reroute two blocks to connect).

432nd Ave. (north of Andover) to 400 Ave. via 115 St., 410 Ave. and 110 St.

- Steep hills at Elk River Bridge vicinity.
- Possible Floodplain encroachment.
- Narrow shoulders.

N/S Rural Alt. 2

270th St., east

- Not feasible for Camanche connection.
- Poor to fair shoulders.
- Discontinuous pavement for through route alignment.

220th St./Elvira Rd., east (original Iowa MRT route)

- See above.

170th St., east

- Not feasible connection due to conflicts w/ high-speed traffic along IA Hwy. 136.
- Safety concerns for crossing at intersections.

IA Hwy. 136

- High volume, high-speed traffic.
- Curved alignment w/ some poor sight lines in high speed traffic.

South Rural Alt. 1

Old RR grade in vicinity of Wapsi watershed

- Poor soils anticipated due to location in floodplain.

ICE RR from county line to Wendling Quarry to RR/3rd St. intersection

- Wetlands and floodplain impacts are severe.
- High construction cost.
- Questionable feasibility.

Follets Park

- Avoid NW curve on US 67 and 380th Ave. intersection due to sight line (high speed traffic).

South Urban Alt 1

US 67 “By-pass” (north of Camanche between 3rd St. and Washington Blvd.)

- Too far offset from Camanche CBD and Mississippi River park connections.

Central Steel Rd. between US 67 and US 30

- Heavy 2-lane traffic with narrow grassed shoulders and deep ditches.
- Good potential for future Mill Creek Parkway connection from US 30 to Washington Blvd.

3rd St. east of 10th Ave.

- Narrow and undefined 2-lane traffic.

RR grade east of 4th Ave. to large pond

- Tough scrubby terrain.
- Heavy industrial traffic (trucks and railroad).
- Possible blind spots.
- Dusty, undesirable environmental conditions.

Washington Blvd. offset (east) and along levee south side of RR

- Possible floodplain.
- Property assessment/buyout cost would be high \$\$.
- Major utility and RR restrictions in this vicinity.

Beaver Channel Parkway &/or levee between Water Works and ADM

- Potential conflicts with industrial traffic.
- Undesirable environmental conditions for bikeway.

ADM site

- Inaccessible due to security limits with gates on levee and barbed wire fencing.
- Active barge loading facilities in river channel.
- Poor location for bike trail or public access.

2nd St.-6th St./11th Ave.-19th Ave. vicinity (south of RR tracks)

- Uncomfortable location for a bike trail due to industrial development along river.
- Confusing alignment for navigating through the area.

US 30 and RR overpass

- Possible underpass under RR but not ideal toward industrial and uncomfortable neighborhood due south.

- US 30/3rd Ave. loop: not feasible to bike trails due to lack of space at SE loop (south and west side of loop OK if 8th Ave. is connected).

North Urban Alt. 2

- Good Mill Creek levee connection from NW corner of US 30 and Harrison St. but too many restrictions w/ active RR/floodgate and overhead power lines.
- Heavy industrial traffic in somewhat narrow roads w/ minimal shoulders in US 30/Mill Creek/Mfg. Dr./19th St. perimeter.
- Heavy 2-lane traffic and lack of off-road space on Manufacturing Dr west of 14th St.
- Bluff Blvd. is not feasible for shared road bike due to narrow 4-lane, adjacent narrow sidewalks, and occasional limestone bluff behind curb. Bluff Blvd. turns to 7th Ave. N dead ends at 2nd St.
- Avoid Harrison Dr. and 27th Ave. due to narrow 20' wide street and steep hills.
- Avoid 16th St. north from US 30 (unsignalized intersections with heavy access to adjacent commercial properties) and 25th/26th Ave. connection to 14th St. (tight residential street w/ parked vehicles).
- 8th Ave. between Clinton High School and 4th St. is not feasible due to narrow street and confusing alignments (zig-zag and divided upper-lower segments between 6th and 5th Sts.).
- Angle parking on 6th Ave. between 1st St. & 4th St. is a safety concern for bike traffic due to possible blind spots created by backing vehicles.

North Rural Alt. 1

- US 67 north of 140th St. to County line is acceptable but according to CTRE's report studies have shown that the segment of US 67 to Sabula in Jackson County is not suitable for bicycle lanes.
- 460th Ave. and 115th St. via Hauntown has very difficult terrain and some road/shoulder/bridge restrictions.

Environmental Issues and Permitting

Environmental Issues

An environmental screening was conducted for the proposed trail alignment alternatives. Environmental features examined included:

- Topography
- Land use and general vegetative cover types
- Surface water resources
- Soils
- Public owned lands
- Wetlands
- Floodways and floodplains
- Riparian (riverside) features
- Churches and cemeteries
- Sensitive noise receptors
- Cultural resources
- Hazardous waste sites, registered “Leaking Underground Storage Tanks” (LUST) sites, and contaminated properties

Resources used to identify environmental features were:

- USGS quadrangle maps

- County highway maps
- Aerial imagery
- Color infra-red photography
- National Wetland Inventory maps
- Mississippi River navigational charts
- Soils inventory maps
- FEMA flood insurance maps
- “I SITES” – documented historic and pre-historic sites from Office of the State Archaeologist (OSA)
- Natural Resource Environmental Review by Iowa DNR
- State and Federal lists for hazardous waste sites, LUST sites, and contaminated properties
- US Fish & Wildlife Service for federally listed endangered and threatened species
- Iowa DNR for state listed endangered and threatened species

Many of the identified environmental features are plotted on the following map. The MRT Environmental Features map follows at the end of this section. Features fall into three (3) distinct categories as follows:

1. Features that are only of consequence for trail design, They include:
 - Topography (not plotted on map) – affects trail grades/slopes but can also identify areas where viewing can be enhanced for added aesthetic value
 - Soils (not plotted on map) – only of consequence if stability issues are identified
 - Riparian features/uses – Trail placement, construction and use should not negatively impact levees, bank protection, boat ramps, docks or navigational aids.
2. Features that can be considered destination, viewing and/or interpretation opportunities such as:
 - Some surface water resources (lakes, ponds, rivers, wetlands, streams)
 - Some public-owned lands (parks, recreation areas, refuges, wildlife management areas)
 - Documented fish and wildlife use areas

These features/areas can be considered opportunities if trail placement, construction and use do not disturb these resources or negatively impact the use of these areas by either wildlife or the public. Specific features of this type that have been identified include:

- Mississippi River
- Mill Creek
- Upper Mississippi River Wildlife and Fish Refuge
- Bulger’s Hollow Recreation Area
- Bald Point

- Bald eagle use areas
- Waterfowl and migratory bird use areas
- Sport fishery areas
- Mammal use areas

3. Features that should be avoided, left undisturbed or negative impacts minimized. These types of features include:

- Wetlands – can be crossed and/or minimally disturbed if done so in a manner approved by regulatory agencies. The channelized stream that extends diagonally from the intersection of 14th St. & 14th Ave. to the intersection of 11th Ave. & 12th St. is a wetland. The proposed alternative route along this stream segment should be constructed in a manner to avoid impacts to this wetland.
- Churches – considered sensitive noise receptors and/or incompatible use. Vegetative buffers can be utilized.
- Cemeteries – must be avoided but trail can usually abut.
- Sensitive noise receptors – churches, schools, hospitals, nursing homes and clinics. Buffers can be employed.
- Cultural resources – Must be avoided but exact locations will not be disclosed until Iowa State Historic Preservation Office (SHPO) reviews a Phase I Cultural Resource Survey performed on the selected alternative(s).
- Hazardous waste sites, National Priority List (NPL) sites, LUST sites, contaminated properties – Only two (2) “Superfund Hazardous Waste Sites” were identified for this project and neither is located where they will be impacted by any of the alternative trail locations. Hazardous waste, LUST and contaminated sites are of little real consequence to alternative route selection because trail construction requires minimal excavation. However, the sites near selected routes must be identified if they occur in areas where additional right-of-way will be acquired because acquisition of these types of sites also can mean acquisition of liability issues.

LUST sites, plotted on the map fall into several Iowa DNR classification categories as follows:

- High Risk: corrective action and monitoring required
- Low Risk: annual monitoring required
- No Action Required (NAR): no action required by DNR
- NAR-Free Product: no action required but free product recovery is still required (free product is pure petroleum floating on the groundwater)
- Not Classified: known but not classified
- Transferred-Cont. Sites: transferred from LUST list to “Contaminated Site List”. No action required.

The “National Priorities List (NPL)” is intended primarily to guide the US EPA in determining which sites, having known releases of hazardous substances, pollutants, or contaminants, warrant further investigation. Non-NPL sites are known but not considered to warrant further investigation. The NPL

list is a federal list which is distinct from Iowa DNR’ LUST sites. There is only one (1) NPL site in the study area (Todtz Farm). This site is also a Superfund site but of no real consequence to route selection.

Superfund Sites have been earmarked for cleanup. The two Superfund Sites are not adjacent any of the proposed route alternatives.

- Sanitary disposal sites – must be avoided but none were identified in any of the proposed corridors
- Federal and state endangered species – Neither the US Fish & Wildlife Service (USF&WS) nor Iowa DNR will identify specific locations where endangered or threatened species have been found for fear of disturbance by the public. Only three (3) federally listed species were identified for Clinton County by the USF&WS. They include the threatened Bald Eagle, the endangered Higgins’ Eye Pearly Mussel and the Iowa Pleistocene Snail. None of the three will be impacted by construction or the use of the trail(s). The snail could be of some concern if the River Bluff Loop is developed in the future.

Sixty-seven (67) species of plants and animals with “State Protection” status are listed for Clinton County by Iowa DNR. Iowa DNR reviewed each of the proposed alternative routes for potential impacts to any of these species. They have no concerns where the proposed routes are expected to remain within existing right-of-way but carefully reviewed segments of trails where construction outside of the right-of-way is anticipated. One (1) snake and five (5) plants of possible impact were identified as shown on the following table:

Common Name	Scientific Name	State Listing
Eastern Massasauga Rattlesnake	Sistrurus catenatus	Endangered
Dwarf Dandelion	Krigia virginica	Endangered
Pawpaw (tree)	Asimina triloba	Special Concern
Pretty Dodder or Dodder	Cuscuta indecora	Special Concern
Poppy Mallow	Callirhoe triangulata	Endangered
Red or Pink Turtlehead	Chelone oblique	Special Concern

The rattlesnake could be found in any relatively undisturbed wetland area within the study area. The pawpaw tree would most likely be encountered along the “River Bluff Loop”. The other four (4) plant species would most likely be found along the “N/S Rural Alternative 2” route where the trail would be constructed outside of the existing right-of-way in areas exhibiting minimal disturbance from farming practices. Dry, sandy areas unsuitable for cultivation are candidate locations.

It will be necessary to field survey areas where the selected trail route(s) require additional right-of-way before finalizing design.

Permitting and Environmental Documentation

It will be necessary to obtain several permits before construction begins on the trail(s). If the construction bares the soil of an area greater than or equal to one (1) acre, including clearing, grading or excavation, it will be

necessary to obtain a National Pollutant Discharge Elimination System (NPDES) General Permit No. 2 from Iowa DNR. This permit process involves preparation of a Notice of Intent (NOI) and preparation of a Storm Water Pollution Prevention Plan (SWPP) that must be kept on site and available for agency inspection.

A Section 404 Permit will be required by the Corps of Engineers if fill material will be deposited into “Waters of the United States”. This permit issue will arise for areas where the proposed trail crosses a designated wetland. It will be necessary to perform a “Wetland Delineation” for the selected route(s). This delineation is a field effort that will identify the location and extent of any wetlands being crossed by a proposed trail. The delineation report will be submitted to the Corps along with the Section 404 permit application. The application will also be sent to Iowa DNR for review by their floodplain, sovereign lands and water quality staff. Since both Camanche and Clinton are “Charter Cities”, no Sovereign Lands permit will be required. Also, the cities have been given floodplain authority by Iowa DNR so floodplain permits for locations within the cities will be issued by City staff. Any floodplain crossings outside of the Camanche or Clinton corporate limits will require a permit from Iowa DNR. On projects requiring a Section 404 permit, Iowa DNR will also have to issue a Section 401 Water Quality Permit. The Corps usually waits to issue the Section 404 permit until the Section 401 Certification has been issued by DNR. This process will be simplified if the trail qualifies for a “Nationwide Permit”. The Nationwide Permit process is a streamlined permitting process used for projects that have minimal environmental impacts. Iowa DNR has “pre-approved” Water Quality Certification for projects that qualify for a Nationwide Permit. The Corps and Iowa DNR will impose planning, design and construction constraints on any trails crossing wetlands. It will be necessary to identify alternatives, minimize the area of impact, avoid alteration of the existing wetland hydrology and return grades to pre-existing elevations.

Iowa State Historic Preservation Office (SHPO) does not have a permit process but they will require a Phase I Archaeological Survey for this project. This survey will have to be performed by a licensed archaeologist. SHPO will review and approve the survey report.

If federal funds are used for this project, some type of “Environmental Documentation” will be required by the funding agency. If that agency determines that the likely environmental impacts warrant, they may require preparation of an Environmental Assessment. This document would not be extensive or complex but it will have to address the existing environment, all alternatives considered and anticipated impacts to all socio-economic and environmental resources. It is possible that the funding agency may determine that the project qualifies for a “Categorical Exclusion” if they consider anticipated environmental impacts to be minimal and/or minor. Environmental documentation for a Categorical Exclusion would be less extensive than required for an Environmental Assessment.

Mississippi River Trail

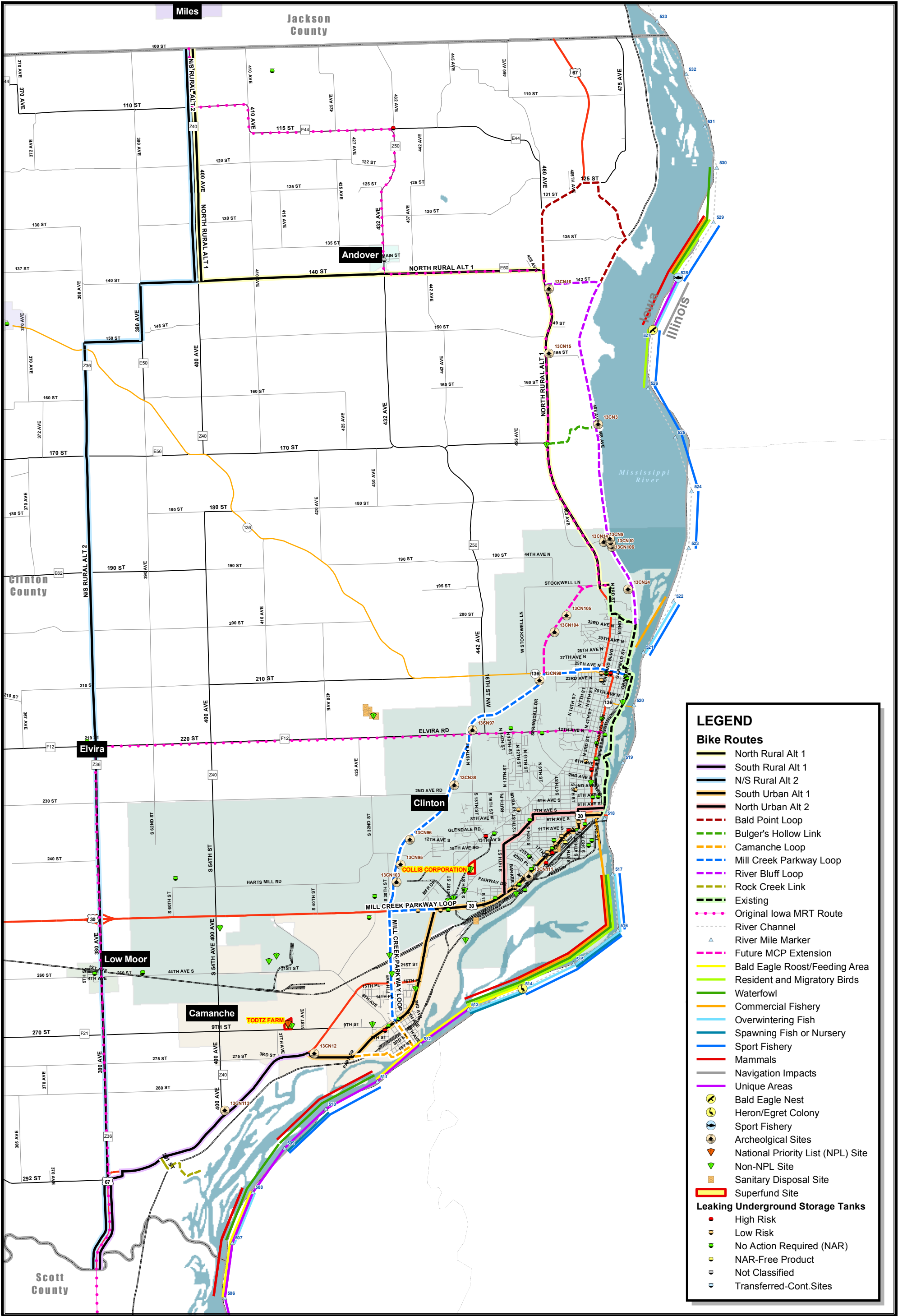
Environmental Features



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SHIVE HATTERY

1 inch equals 1.5 miles

August, 2005



Implementation Strategy

Route Segment Prioritization

At the beginning of the study process it was planned to submit a “preferred” alignment in the final report. During AC meeting #2 it became clear that the committee did not wish to choose between alternates such as the N/S Alt. #2, an on-road bike lane and South Urban Alt. #1, an off-road trail. Instead they wanted to use all alternatives presented, with minor adjustments, as a Clinton County MRT Master Plan.

With adoption of this master plan, the next step is for the communities to prioritize which segments of the plan they wish to do first. The creation of a new committee or continuation of the existing Advisory Committee to help determine what the highest priorities are would be advisable.

Funding

After prioritizing the trail segments, funding must be obtained.

There are several funding sources available for the Clinton County MRT. The following sources were provided by the East Central Intergovernmental Association (ECIA):

Local funds:

Surface Transportation Planning Funds (STP)

Transportation Enhancement Funds (TE)

State Funds:

IADOT State Recreational Trail Funds

Scenic Byways Funds

Recent congressional approval of the SAFETEA has allocated \$2.1 million of development of the MRT between Clinton and Camanche.

A list of funds that were published in the IADOT’s Iowa Trails 2000 is provided in Appendix F.

Detailed Design

Once the funds are in place, design of the trail must begin. A consultant should be hired to develop detailed plans and specifications for that portion of the trail that is to be built.

Bidding and Construction

Upon completion of the plans and specifications, the plans need to go out to contractors for competitive bidding. Once a contractor is awarded the project, construction may begin.

Notification of Completion

A notification of completion should be given to MRT, Inc, the Iowa DOT, the Iowa DNR, and the Iowa Department of Economic Development upon completion of the trail construction so that the newly available trail can be listed on the statewide trails map.

Cost Estimate

General

The cost estimates were developed separately for each route alternative and are considered conceptual costs for the purpose of this study. The routes have been treated as independent alignments that could potentially be funded and constructed separately. There is overlap in the rural alignments at the county lines and in the urban alignment at 7th St. where the connection is made at the river levee which should be accounted for in the event that one route is constructed ahead of the other one. A separate list of possible funding sources has been presented in Section 7 and in Appendix F.

Conceptual Cost

The tabulation below summarizes conceptual cost estimates for this study. These costs have been developed using current year dollars and do not include Right-of-Way (ROW) acquisition costs. The majority of the unit prices shown were taken from the Iowa Department of Transportation, Office of Contracts, Summary of Awarded Contract Prices, 2004.

<u>Conceptual Cost Summary</u>		
North Rural Alternative 1	\$	4,221,600
South Rural Alternative 1	\$	1,786,300
North/South Rural Alternative 2	\$	6,121,200
South Urban Alternative 1	\$	1,298,500
North Urban Alternative 2	\$	500,200
Total	\$	13,928,800

Tables 8-1 to 8-5 detail the conceptual cost estimates for the MRT route feasibility study project.

Table 8-1 North Rural Alternate 1

Item Description	Quantity	Unit Measure	Cost Per Unit	Total
Mass Earthwork	130,425	C.Y.	\$ 3.00	\$ 391,725
Hot-Mix Asphalt, Paved Shoulders	1,006,116	S.F.	\$ 2.60	\$2,615,902
Bridge Widening, Cont. Concrete Slab	540.00	S.F.	\$ 82.00	\$ 44,280
Twin RCB Extension, 12'x 8'	10.00	L.F.	\$ 721.00	\$ 7,210
Subtotal				\$3,059,117
15% Undeveloped Design Detail				\$ 458,868
20% Engineering, Administration & Contingency				\$ 703,597
Probable Overall Cost				\$4,221,582

Source: Stanley Consultants, Inc.

Table 8-2 South Rural Alternate 1

Item Description	Quantity	Unit Measure	Cost Per Unit	Total
Clearing & Grubbing	5.00	AC	\$ 2,600.00	\$ 13,000
Mass Earthwork	61,626	C.Y.	\$ 3.00	\$ 184,878
Hot-Mix Asphalt, Paved Shoulders	102,000	S.F.	\$ 2.60	\$ 265,200
Hot-Mix Asphalt, Paved Trail	229,150	S.F.	\$ 2.55	\$ 584,333
Continental Recreational Trail Bridge, 14' wide	2,940	S.F.	\$ 84.00	\$ 246,960
Subtotal				\$1,294,371
15% Undeveloped Design Detail				\$ 194,155
20% Engineering, Administration & Contingency				\$ 297,705
Probable Overall Cost				\$1,786,231

Source: Stanley Consultants, Inc.

Table 8-3 North - South Rural Alternate 2

Item Description	Quantity	Unit Measure	Cost Per Unit	Total
Mass Earthwork	183,830	C.Y.	\$ 3.00	\$ 551,490
Hot-Mix Asphalt Paved Shoulders	1,468,840	S.F.	\$ 2.60	\$3,818,984
Bridge Widening, Prestressed Concrete Girder, Concrete Slab	260	S.F.	\$ 116.00	\$ 30,160
Bridge Widening, Steel Girders, Conc. Slab	350	S.F.	\$ 350.00	\$ 35,000
Subtotal				\$4,435,634
15% Undeveloped Design Detail				\$ 665,345
20% Engineering, Administration & Contingency				\$1,020,196
Probable Overall Cost				\$6,121,175

Source: Stanley Consultants, Inc.

Table 8-4 South Urban Alternate 1

Item Description	Quantity	Unit Measure	Cost Per Unit	Total
Clearing & Grubbing	3.00	AC.	\$ 2,600.00	\$ 7,800
Mass Earthwork	18,260	C.Y.	\$ 3.00	\$ 54,780
P.C. Concrete, Paved Trail	96,800	S.F.	\$ 2.60	\$ 251,680
Hot-Mix Asphalt, Paved Trail	86,590	S.F.	\$ 2.55	\$ 220,805
P.C. Concrete Sidewalk Widening	22,080	S.F.	\$ 4.00	\$ 88,320
Continental Recreational Trail Bridge, 14' wide	3,780	S.F.	\$ 84.00	\$ 317,520
Subtotal				\$ 940,905
15% Undeveloped Design Detail				\$ 141,136
20% Engineering, Administration & Contingency				\$ 216,408
Probable Overall Cost				\$1,298,449

Source: Stanley Consultants, Inc.

Table 8-5 North Urban Alternate 2

Item Description	Quantity	Unit Measure	Cost Per Unit		Total
Hot-Mix Asphalt, Paved Trail	70,000	S.F.	\$	2.55	\$ 178,500
P.C. Concrete Sidewalk Widening	37,170	S.F.	\$	4.00	\$ 35,280
Continental Recreational Trail Bridge, 14' wide	420	S.F.	\$	84.00	\$ 148,680
Subtotal					\$ 362,460
15% Undeveloped Design Detail					\$ 54,369
20% Engineering, Administration & Contingency					\$ 83,366
Probable Overall Cost					\$ 500,195

Source: Stanley Consultants, Inc.

Photographs

The following pages contain photographs of the existing route corridors and examples of typical trail bridges from previous projects.

Routes

- North Rural Alt. 1
- South Rural Alt. 1
- N/S Rural Alt. 2
- North Urban Alt. 2
- South Urban Alt. 1

Links and Loops

- Bulgers Hollow Link
- Rock Creek Link
- River Bluff Loop
- Mill Creek Parkway Loop
- Camanche Loop
- Eagle Point Park

Trail Bridges



North Rural Alt. 1 – 140th St. (E50)



North Rural Alt. 1 – US 67 Looking North



North Rural Alt. 1 – Stockwell Lane Looking West



North Rural Alt. 1 – North End of Existing Trail at Eagle Point Park



South Rural Alt. 1 – US 67 Looking North



South Rural Alt. 1 – Folletts Park



South Rural Alt. 1 – US 67 Looking North at Scott Co. Line



N/S Rural Alt. 2 – 400th Ave. (Z40) Looking North



N/S Rural Alt. 2 – 150th Ave. Looking East



N/S Rural Alt. 2 – 380th Ave. (Z36) Looking South



N/S Rural Alt. 2 – Intersection of 380th Ave. & US 67 Looking North at Folletts



North Urban Alt. 2 – Tie point to Existing Clinton Levee Trail



North Urban Alt. 2 – Looking West Along 7th Ave. S from Existing Levee Trail



North Urban Alt. 2 – 7th Ave. S Looking East



North Urban Alt. 2 – Lincoln Blvd. Looking North



North Urban Alt. 2 – Greenfield South West of Lincoln Blvd.



North Urban Alt. 2 – 14th St. Looking North



South Urban Alt. 1 – N 4th St. Looking North



South Urban Alt. 1 – US 30/67 Looking East



South Urban Alt. 1 – US 67 Looking North



South Urban Alt. 1 – Washington Blvd. Looking East



Bulger's Hollow Link – Access Road Looking East



Bulger's Hollow Link – Bulger's Hollow Recreation Area



Rock Creek Link – Access Road Looking North



River Bluff Loop RR Tracks – Looking North



River Bluff Loop – View from RR Tracks Looking North West



River Bluff Loop – View from RR Tracks Looking South



Mill Creek Parkway Loop – Mill Creek Parkway Looking North



Camanche Loop – View from Local Park



Camanche Loop – Overlook at Library



View from Eagle Point Park



Typical Bicycle/Pedestrian Bridge

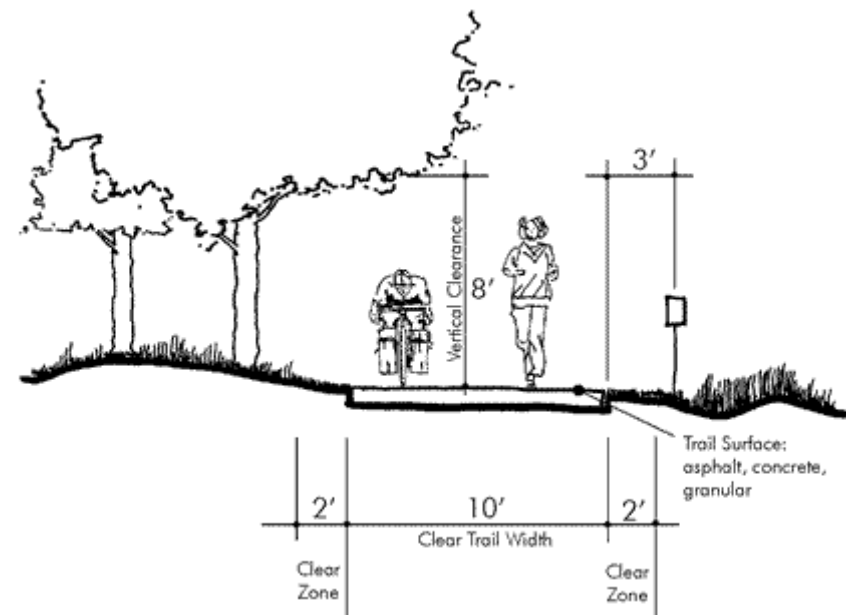


Example Trail Bridge for US 30/67 Crossing

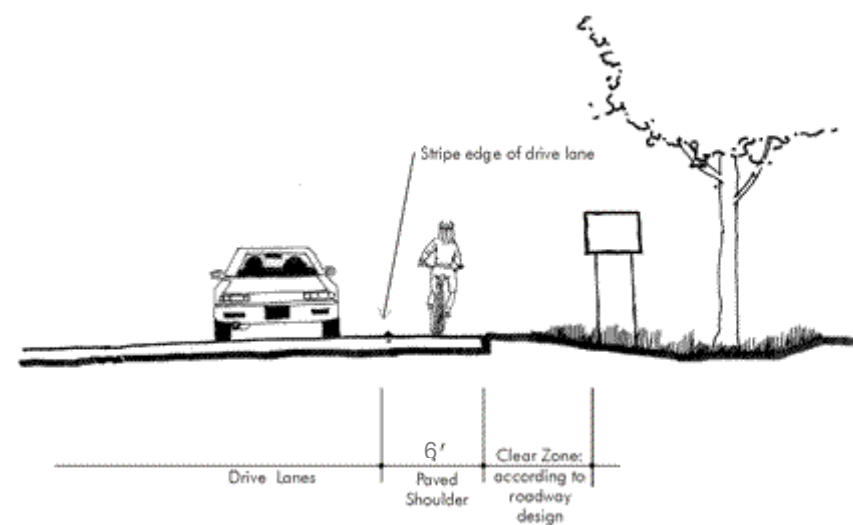


Example Trail Bridge for US 30/67 Crossing

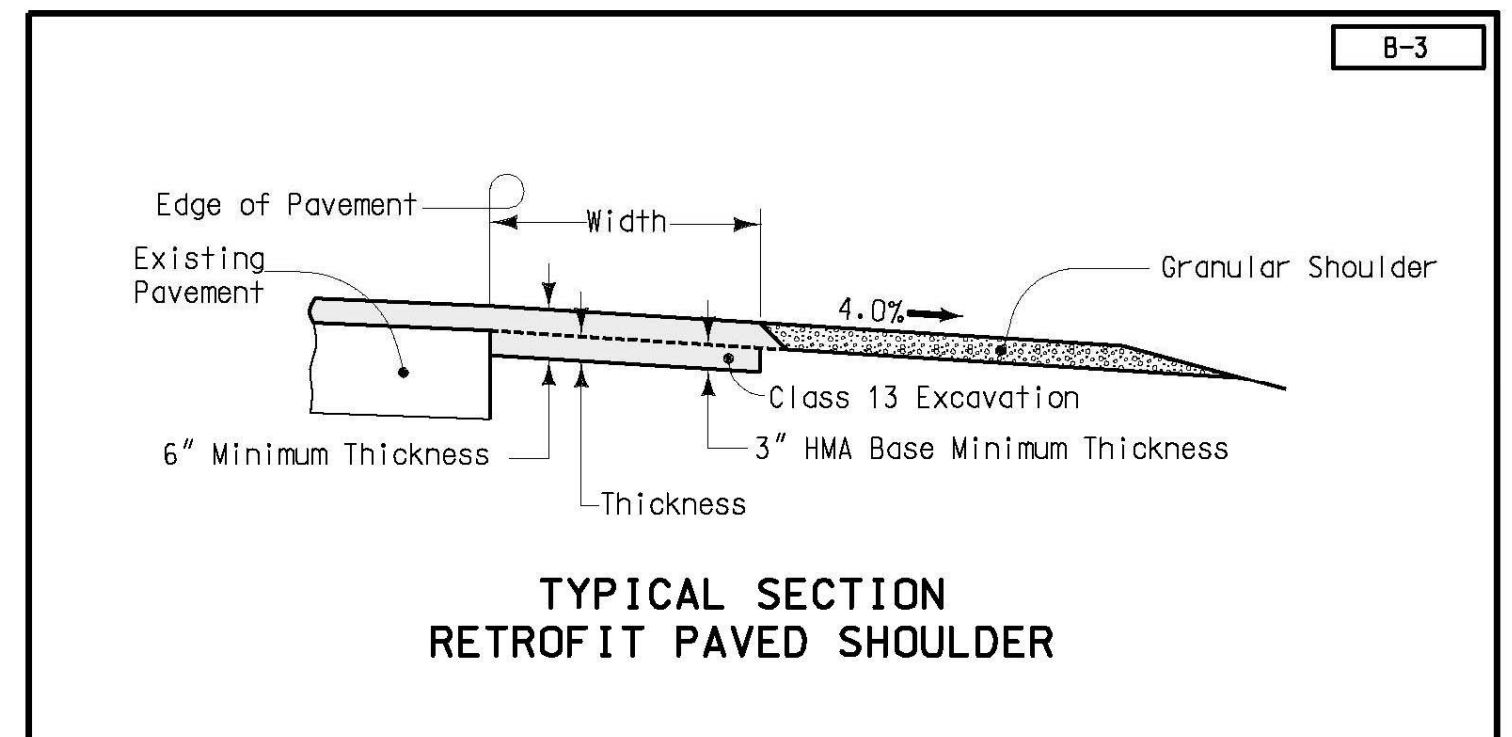
Cross Sections and Details



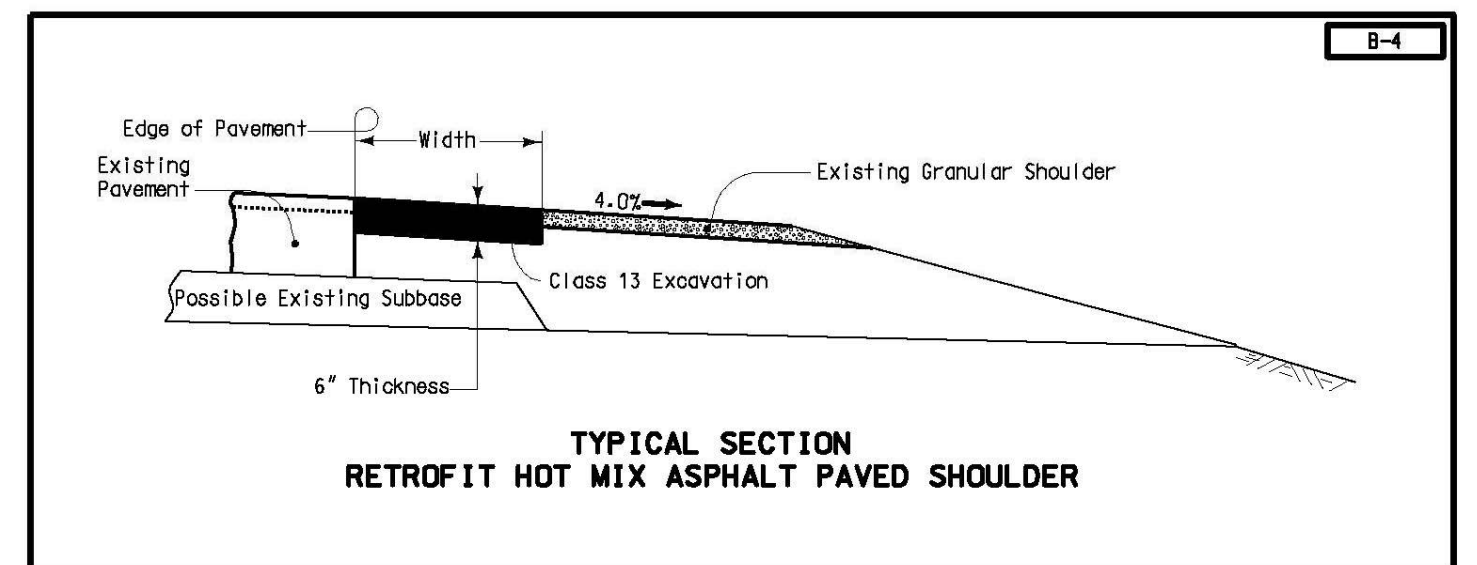
**Off Road Bike Trail
Figure B-1**



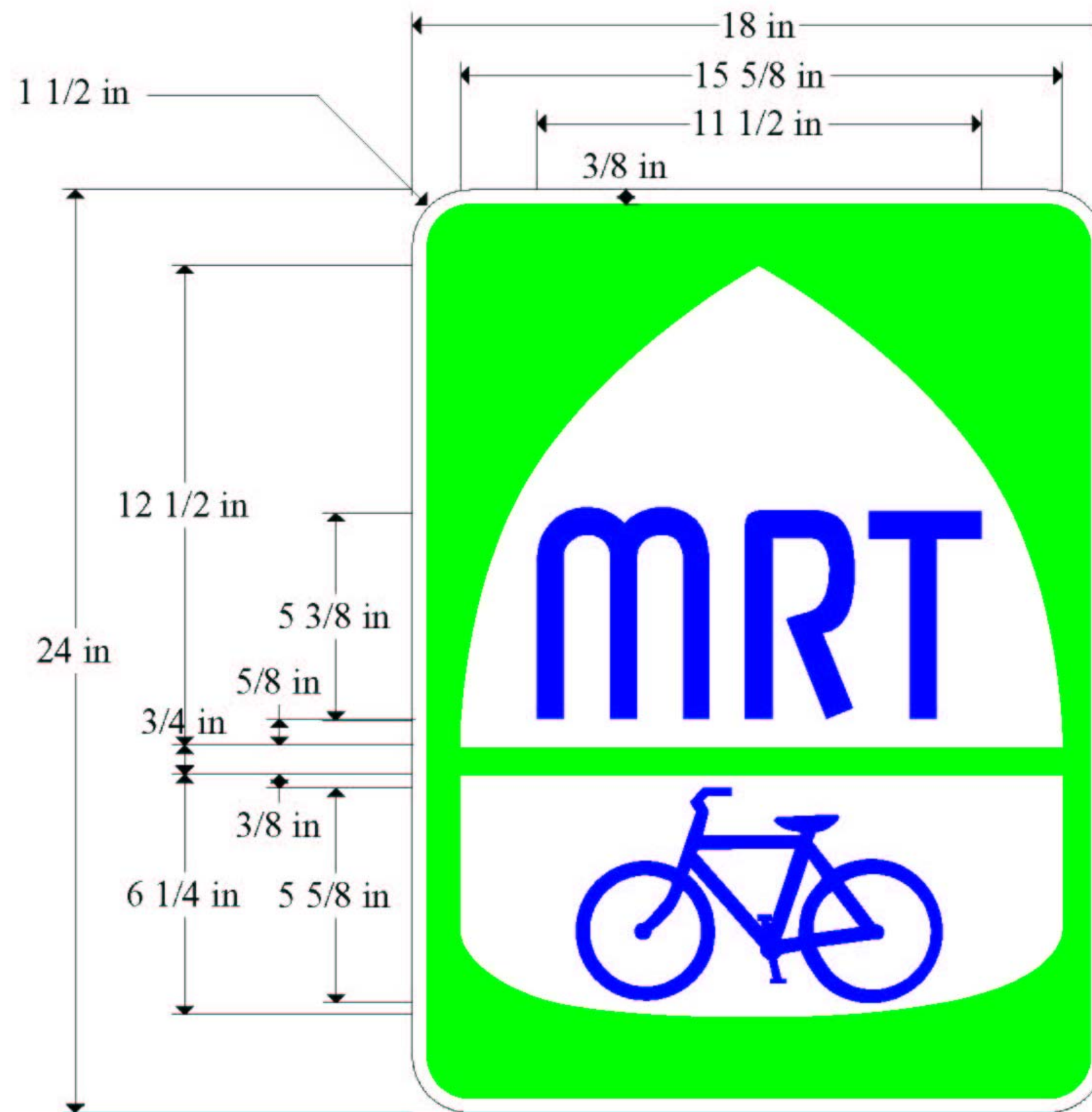
**On Road Rural Bike Lane
Figure B-2**



**Typical Section Retrofit Paved Shoulder
Figure B-3**



**Typical Section Retrofit Hot Mix Asphalt Paved Shoulder
Figure B-4**



MRT Sign Detail
Figure B-5

Existing Bridge, Culvert and Shoulder Survey

The following contains a Drainage Structure Survey performed by Robinson Engineering Co. for the route alternatives described in this study. The survey contains a field inventory of existing bridges, box culverts, and roadway pipe culverts (larger than 24-inch) and inventory of roadway shoulders.

This inventory was performed on routes located outside city limits, rural roadways, and does not include any drainage structure/storm sewers on local streets. This information was useful in determining structures which needed widening or extended to accommodate future trails.

Mississippi River Trail Feasibility Study

Clinton County, Iowa

Drainage Structure Survey
July 6, 2005

Completed For:
Stanley Consultants, Inc.
225 Iowa Avenue
Muscatine, IA 52761
563-264-6600

Completed By:
Robinson Engineering Co.
5751 Westminster Drive
Cedar Falls, IA 50613
319-859-0293

Site Index – Listed below are the locations numbers as shown on the Bridge and Potential Culvert Locations map that was received from Stanley Consultants. These numbers are in numerical order to facilitate easy identification. In the following report, these structures will be identified in the order that they were surveyed. These same numbers will be referred to throughout this report.

20841	Bridge over Mill Creek in the City of Clinton 0.2 miles East of the US 30 and US 67 intersection.
20851	Railroad Bridge located in the City of Clinton 0.35 miles East of US 30 and US 67 intersection.
20951	Bridge over the Wapsipinicon River located 5.9 miles South of the intersection of Washington Blvd, in Camanche, and US 67
20961	Bridge located 5.7 miles South of the intersection of Washington Blvd, in Camanche, and US 67
20971	Bridge located 5.0 miles South of the intersection of Washington Blvd, in Camanche, and US 67
20981	Triple RCB at Rock Creek Turn off located 3.1 miles South of the intersection of Washington Blvd in Camanche and US 67
20991	Bridge located 4.2 miles South of the US 30 and US 67 intersection or 0.2 miles South of the intersection of Washington Blvd in Camanche and US 67
21001	Railroad Bridge between Clinton and Camanche located 0.55 miles South of the US 30 and US 67 intersection
21011	Bridge located 5.0 miles south of the intersection of County Road E50 (140 th Street) and Highway 67 South
21020	Bridge located 1.5 miles south of the intersection of County Road E50 (140 th Street) and Highway 67 South
21031	Bridge located 1.2 miles south of the intersection of County Road E50 (140 th Street) and Highway 67 South
21190	Bridge located at the intersection of Highway 30 and County Road Z36 (380 th Ave)
124040	Bridge located 0.5 miles North of the intersection of County Road Z36 (380 th Ave) and 190 th Street
125630	Twin RCB located 1.3 miles South of the Jackson/Clinton County Line on County Road Z40 (400 th Avenue)
125830	Twin RCB located 2.6 miles East of the intersection of County Roads Z40 and E50 (400 th Avenue and 140 th Street)
125840	Bridge located 2.9 miles East of the intersection of County Roads Z40 and E50 (400 th Avenue and 140 th Street)
125851	Bridge located 1.8 miles East of the intersection of County Roads Z40 and E50 (400 th Avenue and 140 th Street)

- CMP1 Steel Arch Pipe located 2.4 miles south of the Jackson/Clinton County Line on County Road Z40 (400th Avenue)
- CMP2 48" CMP located 2.1 miles south of the Jackson/Clinton County Line on County Road Z40 (400th Avenue)
- CMP3 54" CMP located 2.7 miles south of the Jackson/Clinton County Line on County Road Z40 (400th Avenue)
- CMP4 84" CMP located 3.2 miles south of the Jackson/Clinton County Line on County Road Z40 (400th Avenue)
- CMP5 48" CMP located 3.5 miles south of the Jackson/Clinton County Line on County Road Z40 (400th Avenue)
- CMP 6 72" CMP located 4.3 miles south of the Jackson/Clinton County Line on County Road Z40 (400th Avenue)
- TRCB Twin RCB located 0.7 miles south of the intersection of County Road E50 (140th Street) and Highway 67 South

Survey Path:

We began the day in the City of Miles. We proceeded South on County Road Z40 (400th Avenue) until we reached County Road E50 (140th Street). We traveled East on County Road E 50 (140th Street) until we reached Highway 67. We proceeded South on Highway 67 thru the City of Clinton and the City of Camanche until we reached the Scott County Line. We then proceeded North on Highway 67, transferring to County Road Z36 (280th Avenue) when Highway 67 turned off. We continued on County Road Z36 (280th Avenue) until we reached 150th Street. We took 150th Street, turned onto 390th Avenue, proceeded on 390th Avenue until we reached County Road E50 (140th Street), and turned onto County Road E50 (140th Street) until reaching County Road Z40 (400th Avenue) thereby completing the circuit. The structures that were looked at will be listed in that order in the following descriptions.

Structure Survey:

Structure # 125630 – 1.3 miles South of County Line
 This structure is a Twin 10'x10' Reinforced Concrete Box. The box has recently had the top of it recast, including the wingwalls. The North cell of this structure is silted in about 4'. The shoulders at this location are approx. 6' wide with fairly new gravel on them.



Due to the hilly nature of the terrain from the County Line running South, we determined that some of the intermediate structures should be looked at to see if they were large structures that would need to be taken into consideration. For that reason all structures from the Clinton/Jackson County Line proceeding South were looked at. The following CMP write-up

contain their information.

CMP1 – 2.4 miles South of County Line
 This structure is a steel structure. It measured approx. 10' wide by 6' height. The structure may have been an Arch pipe, or a partially collapsed circular pipe. For additional support under the roadway, 10 steel columns had been installed under a support beam. The flowline of the culvert had an unknown thickness of concrete over it. The roadway has approx. 6' gravel shoulders.



CMP2 – 2.1 miles South of County Line
 This structure is a 48" CMP with Aprons. It has a straight-line grade. The roadway has approx. 6' gravel shoulders.



CMP3 – 2.7 miles South of County Line
 This structure is a 54" CMP with Aprons. It has a straight-line grade. The roadway above has approx. 8' gravel shoulders.



CMP4 – 3.2 miles South of County Line
 This structure is an 84" CMP with aprons. It was skewed with a cattle guard on the East Side. The roadway above has approx. 8' gravel shoulders.



CMP5 – 3.5 miles South of County Line

This structure is a 48" CMP with aprons. It had a straight-line grade. The roadway above has approx. 8' gravel shoulders. (No pictures were taken at this location since it was such a simple structure.)

CMP6 – 4.3 miles South of County Line

This structure is a 72" CMP with aprons. It has approximately one foot of water sitting in it. The roadway above has approx. 6' gravel shoulders.



From this point on we only looked for large structures that had guardrail at their locations.

Structure # 125851 – 1.8 miles east of the intersection of County Roads Z40 and E50 (400th Avenue and 140th Street)

This structure is a concrete 3-span bridge. It is 90.5' long and 30' wide. The number F2970 was painted on the structure. The roadway has approx. 5' gravel shoulders. The bridge deck has 4' between the outside lane stripe and the edge of the barrier rail.



Structure # 125830 – 2.6 miles east of the intersection of County Road Z40 and E50 (400th Avenue and 140th Street)

This structure is a twin 12'x8' reinforced concrete bBox culvert. It is skewed, approx. 45°. The West cell of the culvert is ½ full of silt. The roadway above has a 4½' to 5' wide gravel shoulder. This structure is situated right next to a private entrance.



Structure # 125840 – 2.9 miles east of the intersection of County Road Z40 and E50 (400th Avenue and 140th Street)

This structure is a 3-span concrete bridge. It is 103' long and 28' wide. The structure is on a 45° skew. The bridge deck has 3' from the outside lane stripe to the barrier rail. The roadway surrounding the bridge has approx. 5' wide gravel shoulders.



TRCB – 0.7 miles south of the intersection of County Road E50 (140th Street) and Highway 67 South

This structure was not on the possible location map, but was big enough to catch our attention during the survey. It is a twin 8'x6' reinforced concrete box culvert. The culvert is skewed at an unknown angle. The roadway above the structure has 12' gravel shoulders and an even larger grassy strip between the gravel shoulders and the headwall of the culvert.



Structure # 21031 – 1.2 miles south of the intersection of County Road E50 (140th Street) and Highway 67 South

This structure is a single span bridge. It is 58' long and 44' wide. The roadway has a 11' shoulder on the deck from the outside driving lane to the barrier rail on the west side. The east side is only 10' wide. The roadway has gravel shoulders of approx. 10' width. The structure is on a curve with a superelevation of approx. 6%. The structure was marked with a white sign that has the number 2346.7 on it.

Structure # 21020 – 1.5 miles south of the intersection of County Road E50 (140th Street) and Highway 67 South

This structure is a concrete 3-span bridge with steel piles. The bridge is 138' long and 44' wide. The roadway shoulders both on the deck of the bridge and on the surrounding roadway are approx. 10' wide. The surrounding roadway shoulders are gravel. The structure was marked with a white sign that has the number 2346.4 on it.



Structure # 21011 – 5.0 miles south of the intersection of County Road E50 (140th Street) and Highway 67 South.

This structure is a single span concrete bridge. It is 98' long and 44' wide. The bridge has 10' shoulders from the outside lane stripe to the barrier rail. The surrounding roadway has 10' gravel shoulders. The structure was marked with a white sign that has the number 2343.0 on it. This structure is just north of Deer Creek Road, just north of the City of Clinton.

Structure # 20851 – 0.35 miles East of US 30 and US 67 intersection
This structure is a railroad bridge over the Union Pacific Railroad track in the City of Clinton. It was constructed in approx. 2000 as a 50.9 m (167') x 22.8 m (74.8') continuous concrete slab bridge with inverted T-beams. The structure has 1.5 m (5') sidewalk on the south side and 3.0 m (10') sidewalk on north side. The structure was designed at a 7°30' Skew. This structure was designed by Howard R. Green Company in Cedar Rapids, Iowa and has a design number of 299 and a file number of 29368.



Structure # 20841 – 0.2 miles East of US 30 and US 67 intersection
This structure is a concrete bridge over Mill Creek. It was constructed in approx. 2000 as a 49.4m (162') x 22.8 m (74.8') continuous concrete slab bridge with inverted T-beams. The structure has 1.5 m (5') sidewalk on south side and 3.0m (10') sidewalk on north side. The structure was designed by Howard R. Green Company in Cedar Rapids, Iowa and has a design number of 199 and a file number of 29368.



Structure # 21001 – 0.55 miles South of the US 30 and US 67 intersection

This structure is a 3 span, concrete bridge over railroad tracks. It is 270' long and 68' wide. The structure is built on the high point of the hill and is skewed approx. 40°. The bridge deck has 11.9' shoulders from the edge of the lane lines to the barrier rail. The surrounding roadway has 12' gravel shoulders. This structure has a white sign with the number 2334.0 on it.



Structure # 20991 – 4.2 miles South of the US 30 and US 67 intersection or 0.2 miles south of the US 67 and Washington Blvd. intersection in southwest Camanche.

This structure is a 3-span concrete bridge. It is 170' long and 44' wide. The bridge deck has 10' shoulders from the outside pavement stripe to the barrier rail. The surrounding roadway matches this shoulder width with gravel shoulders. This structure has a white sign on it with the number 2330.5 on it.

Structure # 20981 – 3.1 miles south of the intersection of Washington Blvd. in Camanche and US 67, at Rock Creek Turn off
This structure is a triple 12' x 10' reinforced concrete box culvert with flared wingwalls. The roadway above this structure has 8' gravel shoulders.



Structure # 20971 – 5.0 miles south of the intersection of Washington Blvd. in Camanche and US 67.



This structure is a concrete bridge over what appears to be a major tributary to the Wapsipinicon River. The bridge is 311' long and 44' wide. It is a 7 span structure with six concrete piers. The bridge deck has a 10' shoulder from the outside lane stripe to the barrier rail. The surrounding roadway has a similar 10' gravel shoulder. The bridge is marked with a white sign with the number 2325.7 on it.

Structure # 20961 – 5.7 miles south of the intersection of Washington Blvd. in Camanche and US 67

This structure is a concrete bridge. It is situated at Mile Marker #25. The bridge is 264' long and 44' wide. The bridge deck has 10' shoulders. The surrounding roadway has similar 10' gravel shoulders. This bridge appears to be over a smaller tributary to the Wapsipinicon River. The bridge is marked with a white sign that has the number 2325.0 on it.



Structure # 20951 – 5.9 miles south of the intersection of Washington Blvd. in Camanche and US 67

This structure appears to be a 5 span concrete bridge over the Wapsipinicon River on the Clinton and Scott County Line. This structure is 468' long and 44' wide. It appears that new approaches were poured for the bridge on April 14, 2000. This information was stamped into the concrete of the approach. The bridge deck has 10' shoulders. The surrounding roadway has similar 10' gravel shoulders. The bridge is marked with a white sign that has the number 2324.8 on it.

Structure # 21190 – Intersection of Highway 30 and County Road Z36 (380th Ave)

This structure is a 4-span concrete bridge that functions as an overpass to Highway 30. The structure is 220' long and 33' wide. The bridge deck has 5' shoulders from the outside lane stripe to the barrier rail. The surrounding roadway has 10' granular shoulders



Structure # 124040 – 0.5 miles north of the intersection of County Road Z36 (380th Ave) and 190th Street

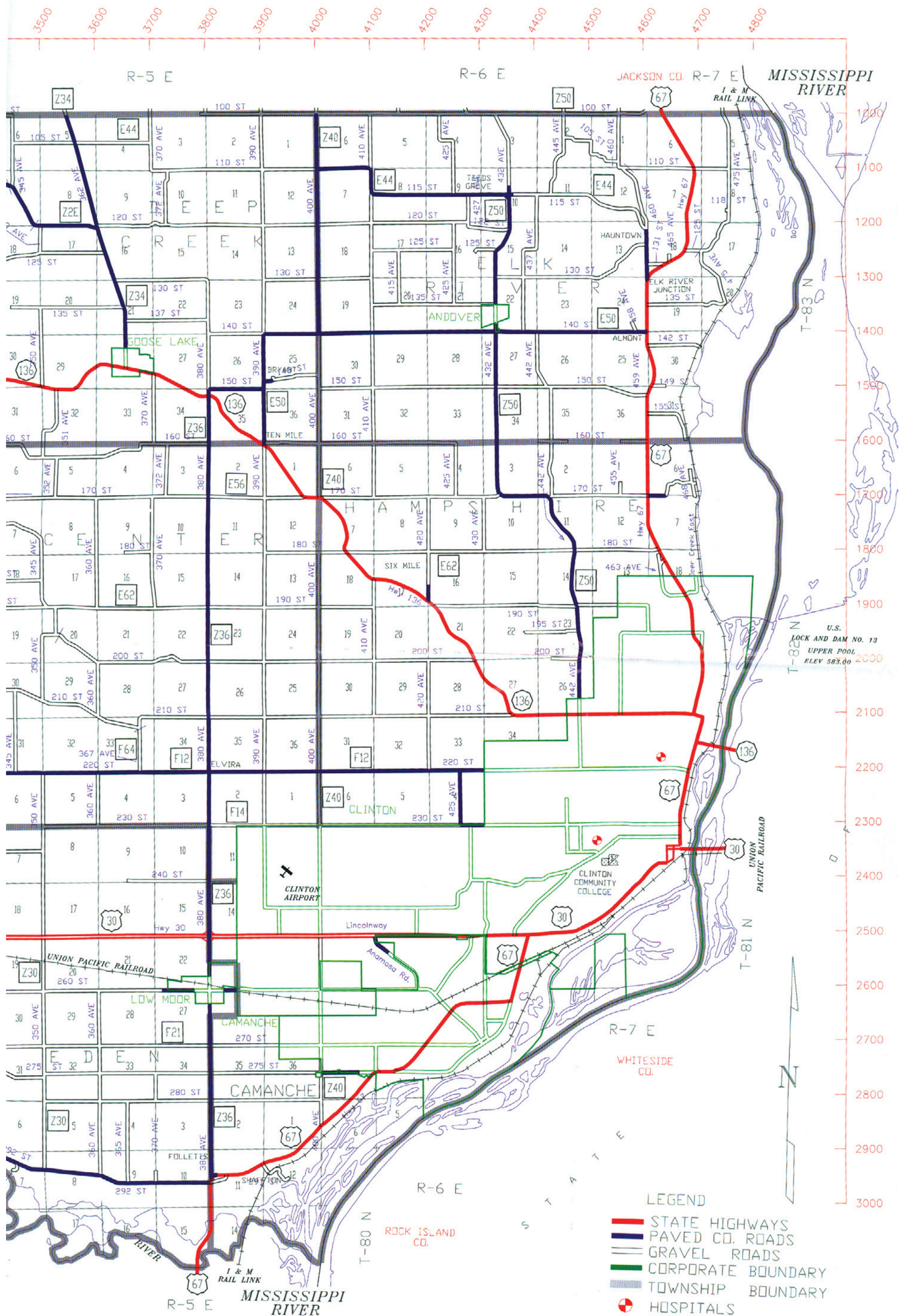
This structure is a single span steel bridge with wooden wingwalls. The structure is 45' long and 28' wide. The bridge deck has 3' shoulders from the outside lane stripe to the barrier rail. The surrounding roadway has 6' granular shoulders.

Route Alternative	Roadway Name	No. Lanes	Shoulders Type	Width, Ft.	Traffic Data	Structure Bridge No.	Structure Type & Description	Size	Length, Ft.	Width, Ft.	Shoulder Width, Ft.
North Rural Alt 1	US 67	2	Granular	10	> 700	21011	Bridge, Single Span, Concrete		95	44	10
	US 67	2	Granular	10	> 700	21020	Bridge, Triple Span, Concrete		138	44	10
	US 67	2	Granular	10	> 700	21031	Bridge, Single Span, Concrete		58	44	10
	US 67	2	Granular	12	> 700		Culvert, Twin RCB, Skewed	Twin 8 ft x 6 ft			
	E50 (140 ST)	2	Granular	5	< 700 btwn US 67 &	125840	Bridge, Triple Span, Concrete, 45 deg Skew		103	28	3
	E50 (140 ST)	2	Granular	5	Andover & > 700	125830	Culvert, Twin RCB, Concrete fill over top, 45 deg Skew	Twin 12 ft x 8 ft			
	E50 (140 ST)	2	Granular	5	from Andover to Z40	125851	Bridge, Triple Span, Concrete		90	30	4
	Z40 (400 AVE)	2	Granular	6	>700	125630	Culvert, Twin RCB	Twin 10 ft x 10 ft			
	Z40 (400 AVE)	2	Granular	6	>700		Corrugated Metal Pipe	120 inches			
	Z40 (400 AVE)	2	Granular	6	>700		Corrugated Metal Pipe	48 inches			
	Z40 (400 AVE)	2	Granular	8	>700		Corrugated Metal Pipe	54 inches			
	Z40 (400 AVE)	2	Granular	8	>700		Corrugated Metal Pipe	84 inches			
	Z40 (400 AVE)	2	Granular	8	>700		Corrugated Metal Pipe	48 inches			
	Z40 (400 AVE)	2	Granular	6	>700		Corrugated Metal Pipe	72 inches			
North/South Rural Alt 2	Z40 (400 AVE)	2	Granular	6	> 700		See North Rural Alt 1 for summary between Jackson Co line and E50				
	140 ST	2	Granular	6	< 700		Survey did not identify any structures				
	390 AVE	2	Granular	0	< 700		Survey did not identify any structures				
	150 ST	2	No Shoulder	0	< 700		Survey did not identify any structures				
	Z36 (380 AVE)	2	Granular	6	> 700	124040	Bridge, Single Span, Concrete slab, Steel Girder		45	28	3
	Z36 (380 AVE)	2	Granular	10	> 700	21190	Bridge, Four Span, Concrete		220	33	5
	US 67	2	Granular	10	> 700	20971	Bridge, Seven Span, Concrete		311	44	10
	US 67	2	Granular	10	> 700	20961	Bridge, Three Span, Concrete		264	44	10
	US 67	2	Granular	10	> 700	20951	Bridge, Five Span, Concrete		468	44	10
South Rural Alt 1	US 67	2	Granular	10	> 700		See North/South Rural Alt 2 for summary between Scott Co. Line and Follets				



Source: Summary table consiste of drainage survey field data, exisitng FHWA bridge inventory information and Iowa DOT traffic flow maps.

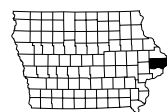
Paved Roads and Traffic Data in Clinton County

Source: Clinton County Engineers Office
2002



2002	ANNUAL AVERAGE DAILY TRAFFIC
1998	ANNUAL AVERAGE DAILY TRAFFIC

DIVIDED HIGHWAY	
PAVED ROAD	
BITUMINOUS ROAD	
GRAVEL ROAD	
EARTH ROAD	



23

Correspondence and Meeting Notes

The following pages contain copies of the:

- AC Meeting Notifications, meeting notes and comments.

An environmental screening was performed for the route alternatives and the correspondence collected is summarized in the following pages.

February 1, 2005
Page 2

February 1, 2005

SEE ATTACHED DISTRIBUTION LIST

Dear Committee Members:

Subject: Clinton County - Mississippi River Trail Study
Advisor Committee Meeting No. 1

Location: Clinton County Administration Building
Conference Room D,
(Enter from the west side of the building at the south set of doors)
Date: February 9th
Time: 5:30 to 7:30 pm

Phase I of this project includes background development and information gathering. As part of this Phase I work, the design team will meet with you, the AC members, to identify goals, issues, and concerns for the trail alignments.

It will be very important for all of you to attend this first meeting. We will rely on you to come prepared and provide us with key information to help in developing the trail corridors. To assist you we have prepared four (4) feedback questions. I want each member to come prepared to discuss these feedback questions for the meeting. The questions are listed below.

Feedback Questions:

1) A. What expectations does your organization have for the trail?

B. How will this project benefit the area?

2) What are your specific concerns for the trail?

3) A. What are the areas of interest or scenic view points?

B. What areas do you want to avoid?

4) Where do you want the trail to connect between Clinton/Camanche/counties?

I have included attachments to this letter which includes: Contact List, Meeting Agenda, Advisory Committee Strategy, and Roles and Responsibilities and Objectives of Meeting No. 1. Please bring this information with you, and your input on the feedback questions above.

Thank you for volunteering and I appreciate your willingness to participate on this AC and we look forward to working with all of you on Wednesday evening.

If you have questions, please contact me at 563 264.6370 or my email address is fullertondaniel@stanleyconsultants.com.

Sincerely,

Stanley Consultants, Inc.



Daniel R. Fullerton, P.E.
Project Manager

Enclosures: Contact List
Meeting Agenda
Advisory Committee Strategy
Roles and Responsibilities and Objectives

Cc: General Files 17767.01.00

drf:mjh8g:17767:04:01:01:1.tr2.doc

This document was sent electronically

MRT ADVISORY COMMITTEE CONTACT LIST

Entity	Contact Name	Phone Number	Email	Fax
Clinton County	Todd Kinney	563-244-0564	tkinney@clintoncountyiowa.com	563-243-3739
Clinton County Conservation	Walt Wickham	563-847-7202	wwickham@clintoncountyiowa.com	563-847-7204
City of Clinton	Tom Krogman	563-357-6071	tomkrogman@ci.clinton.ia.us	
City of Camanche	Dave Rickertson	563-259-8342	Pwd69@mchsi.com	
MRT, Inc.	Clyde Bradley	563-242-1233	cbradley@clinton.net	
Bike Club	Dan Manley	563-242-8004	dwanmanley@mchsi.com	
Clinton Chamber of Commerce	John Parkinson	563-241-1501	John.Parkinson@equistarchem.com	
Local Industry	Jay Thordson	563-244-9644	jaythordsen@alliantenergy.com	
Mississippi River Parkway Commission	Art Ollie	563-243-5477	caollie@sanasys.com	
IDOT	Fred Dean	563-391-4643	Frederick.dean@dot.state.ia.us	563-388-9266
ECIA	Allen May		ecia@ecia.org	

Date: February 9, 2005 Place: Clinton County Administration Building
 Project/Purpose: MRT Kickoff and Advisory Committee Meeting No. 1 Notes By:

PERSONS ATTENDING:

1. Dan Fullerton - Stanley Consultants	9. Clyde Bradley - MRT, Inc.
2. Catherine Weikel - Stanley Consultants	10. Dan Manley - Bike Club
3. Mike Helms - Shive-Hattery	11. John Parkinson - Clinton Chamber of Commerce
4. Bill Cary - Shive Hattery	12. Jay Thordson - Local Industry
5. Todd Kinney - Clinton County	Art Ollie - Mississippi River Parkway Commission
6. Walt Wickham - Clinton County Conservation	13. Commission
7. Tom Krogman - City of Clinton	14. Fred Dean - IA DOT
8. Dave Rickertson - City of Camanche	15. Allen May - ECIA
	16.

ITEMS TO BE DISCUSSED:

1. Introductions	7. Set date and time for 2 nd MRT Advisory Committee meeting
2. Project Description	8.
3. Schedule	9.
4. Overview of study process (See attachments)	10.
5. Review Roles and Responsibilities of MRT Advisory Committee (AC) (See attachments)	11.
AC Committee Input:	
6. • AC will identify goals, issues and concerns for the trail alignment.	12.
• Discuss Feedback questions.	

NOTES:

**Mississippi River Trail (MRT)
Route Alignment Study**

Clinton County, Iowa

MRT Advisory Committee Strategy

The formation of an Advisory Committee has been identified as a crucial activity in moving forward with the preliminary planning for this project. This has proven to be a very effective means of identifying issues and concerns, and to help provide specific local input to the county supervisors and city councils as project decision points are reached.

The Advisory Committee consists of a cross-section of approximately 10 dedicated local representatives who will provide key perspectives and insights for the project. These members include community or regional representatives not directly associated with the project, and other representatives of various organizations and/or businesses with an interest in the Clinton County region. Diversity of viewpoints and opinions is an essential element for effective committee function.

Committees that are corridor-focused-only tend to bias the process in an unproductive, somewhat self-centered way. The project suffers from lack of community and regional consensus in this situation. It is nearly impossible or very, very difficult to get these projects approved or to move forward with an effective plan.

Three critical workshops are planned. The first workshop covers an overview of the study process (Corridor Planning 101), definition of roles and responsibilities of the committee members, and an identification of goals, benefits, issues, and concerns. Representatives from planning agencies and city/county staff members are invited as participants throughout the process, but do not serve in leadership roles. The consultant design team assumes the project leadership role. The workshop sessions are both interactive and decisive and the participants like them.

No preliminary plans or alternatives are presented at this first workshop. It is an attempt to find out areas of concern and interest by the stakeholders. This is a very critical component of the planning process. No one can monopolize the discussion and/or criticize the previous efforts to date if specific proposals or alternatives are not the central topic of discussion. This is a listening meeting. The second workshop includes the presentation of preliminary alternatives for use in preparing a preferred alignment. The third workshop is a presentation of the preferred alignment.

Prepared by: Shive-Hattery, Inc January 27, 2005
304261-0

**Mississippi River Trail (MRT)
Route Alignment Study**

Clinton County, Iowa

MRT Advisory Committee Roles and Responsibilities

1. Participate in all three workshops.
2. Identify overall project goals, benefits, issues, and concerns by providing local perspectives and insight.
3. Provide strategic input and act as a sounding board for evaluation of alternatives developed by the design team.
4. Provide leadership and direction to the County Supervisors and City Councils for implementation of the recommended plan.

Objectives of Workshop #1
February 9, 2005

1. Explain the overall study process (Corridor Planning 101), and define roles and responsibilities.
2. Identify trail corridor benefits and opportunities.
3. Discuss issues and concerns relating to the MRT Route Study.
4. Provide local perspectives and first-hand observations on existing conditions and potential alternatives. Topics for discussion could include:
 - Local perspectives and perceptions of trail elements
 - Connectivity, accessibility
 - Vistas, routes, trail heads, landmarks and visual opportunities
 - Expectations
 - Frustrations
 - Traffic congestion/circulation
 - Safety
 - Vehicles, railroads, pedestrians and bicycles
 - Economic development potential and impacts

NOTE: *The information that is gathered from the workshop is crucial to the overall success of the project. Please feel free to actively participate in the discussion.*

This is not a session at which the design team will be presenting or evaluating alternatives for the trail alignment. We will be documenting local observations, encouraging advisory committee member input, and providing a framework for completion of the project.

Prepared by: Shive-Hattery, Inc January 27, 2005
304261-0

MEETING NOTES

No. 1

Date: February 9, 2005

Place: Clinton County Administration Building
Room D

Project/Purpose: Mississippi River Trail Study – Clinton County, AC Meeting No. 1

Attendees: Dan Fullerton, Stanley Consultants, Inc.
Catherine Weikel, Stanley Consultants, Inc.
Mike Helms, Shive-Hattery
Clyde Bradley, Iowa MRT Director
John Parkinson, Clinton Chamber
Tom Krogman, City of Clinton
Fred Dean, Iowa DOI, District 6, Davenport
Dave Rickertsen, City of Camanche
Art Ollie, Mississippi River Parkway Commission
Jay Thordsen, Alliant Energy
Walt Wickham, Clinton County Conservation
Todd Kinney, Clinton County Engineer
Dan Manley, Bicycle Club

Notes By: Catherine Weikel

The following meeting notes set forth our understanding of the discussions and decisions made at this meeting. If you have any questions, additions, or comments, please contact the writer immediately. If we do not hear from you, we will assume that our understandings are the same. We are proceeding based on the contents of these meeting notes.

1. A previous letter asked each committee member to answer four feedback questions. Below are the general comments to these questions.
2. Advisory committee's role is to provide direction to Stanley Consultants, Shive-Hattery, the county, and city council. All feedback is welcome. Objectives for this meeting are to explain study process, discuss trail corridors, and discuss benefits to help set the stage for developing the project.
3. Bikers and runners will use the trail. Trail is going to give the bikers in the area a chance to get out and ride where normally they wouldn't be able to do so. Bike Club has an annual event with about 90 riders. Trail opens up a lot of opportunity to the biking community and gives runners more options. In the winter cross country skiers could use the trail. Trail is a good way to connect communities together and promote quality of life. It doesn't need a lot of amenities along the route just need someplace to bike and run that is safe.
4. Communities should take advantage of Vision Iowa. It would be a clear path from Camanche to Clinton unimpeded by stop lights, traffic, and threats to the kids. Kids could have access to swimming, skateboarding. Better access for family activities. Average family bikes about 6 to 7 miles round trip and that's just about the length between Clinton and Camanche. There are many health advantages and quality family time. Advantage is tourism such as the annual Grand Excursion. The biking went up the Illinois side of the river because they have trails. Bike rides are getting to be a big thing with a lot of tourism money

5. City of Clinton's Chamber perspective is quality of life and tourism. Trail is a good way to attract more families and encourage businesses to stay. It could increase tourism and lead to a better quality of life. In general attract people to both areas with restaurants and places to stay.
6. People in the Quad-Cities commute up to this community and quality of life would have a lot to do with attracting Clinton area workers to live in the Clinton area.
7. There is an existing bike trail on north side of road on Lincolnway and another trail going up the parkway. Try to combine old and new trails and include the key points of the city.
8. Trail needs to be safe for users and maintainable for whatever jurisdiction takes care of it. Maintenance costs should be low. Separate bicycle and pedestrian traffic from motor vehicle traffic whenever possible. Best case would be a separate trail. Worst case would be on a wide shoulder.
9. Need to have clarification on shared responsibility for the trail including utilities. This is a key point. Iowa DOI needs to develop a structure for maintenance for the entire state. May want to look at some sort of trail authority for the trail.
10. Off-road issue and what can we provide in terms of information that can be shared with other counties along the trail.
11. DOI has a paved shoulder policy as they resurface state roads 6' wide paved shoulders are added. Those segments that are identified as part of the MRI will get a 6' wide paved shoulder. This will be done over time. MRI is one of five projects in the level 1 category. Prioritization will be given to level 1 trails. Emphasis will be in the development and support of these trails.
12. Mississippi River is viewed as a world-class river. Communities are embracing the river and revitalizing it. A trail is an opportunity to add to the attraction of the river and another way to experience the river. Iowa has a lot to benefit from it.
13. Iowa DOI is coordinating the MRI effort in Iowa. They are working through regional planning affiliations (RPA) and metropolitan planning organizations (MPO). Also engage MRI, Iowa Natural Heritage Foundation, and Iowa Bicycle Coalition that will be invited into the MRI process as well. Signing is a concern and needs to be reviewed.
14. Illinois side considers signing as a liability. There are many things that are not anticipated such as uniformity of the signs. Iowa DOI will pick up where City's do not. 90% of the usage will be in-City people, the other 10% are other people who may be riding the whole trail
15. Maintenance - what is timeframe for plowing? What are expectations of users? One concern is 4-wheelers/snow mobiles using the trail. The trail should be suited for an emergency vehicle. Give consideration to mileposts for emergency locators. General comment was most trails don't have mileposts.
16. Possible trail options through Camanche. One trail option is to use Third Street which has 100' of right-of-way but it would take away somebody's front yard. We could use the street as part of the trail but not take away the right of way such as in Albany. It would be a nice ride to see the houses. Preference is to avoid US 67. One option to avoid US 67 is run the trail out past Camanche High School and then run towards Law Moor. Another option is to locate the trail inside the right-of-way near to the right-of-way line. Wide shoulders or wider roads would be the only alternatives to running down US 67. Trail must have a landscaped gap between them and the paved highway.
17. The Conservation Board promotes family oriented outdoor recreation. The river is a significant resource that is sometimes overlooked. They would like to have the trail as close to the river as possible. The scope identifies to look at the railroad corridor. The corridor is close to the river and several members expressed interest in

placing the trail within the railroad right-of-way. Several communities already do this. The Conservation Board would like to have an interpretive center along the trail.

18. The DOT has opportunities to land bank railroads to the extent they are financially capable.
19. Local bike club is not opposed to being in the Railroad ROW.
20. Flooding is a major concern. The railroad corridor by Camanche does flood and it stops railroad traffic. The option of placing the trail within a floodplain depends how long its under water and how its constructed. If it floods the silt would need to be cleaned off ie: pressure washing. This is a maintenance concern. Wetland mitigation is a long process and concern from permitting stand point. Building it up would require more costs.
21. The parkway commission promotes the use of the Great River Road. They are interested in the road and trail and how they are connected. They might be able to help promote it. Upgrading the trail on the Iowa side is important. There are 10 sites in Iowa that are promoted as attractions in Iowa.
22. Illinois has done a good job of capitalizing on seeing many nice homes and placing the trails near the river.
23. The causeway to Lock & Dam 13 is really attractive and it is a major eagle staging area. The DNR and Corps would have to be notified early about this.
24. The more attractive the trail alignments, the more utilization and the more recognition there will be. The Illinois trail always comes back to the river. Need to investigate how Illinois obtained off-road right-of-way. A lot of the trail is in the road right of way, river right of way, or on the dike. A lot of DNR money went into the trail.
25. Rock Creek Park, Riverview Park, Eagle Point Park and areas to watch eagles such as railroad right of ways are points of interest. It would be nice to come out of Eagle Point Park down near the tower by the use of switchbacks, because there is the steep grade of hill. The Third Street hill is too steep for families with kids. The hill is about ¼ mile in length and is going up some of the steepest hills in Clinton going up to the bluff.
26. Other areas of possible interest are the railroad museum in Camanche and the railroad bridge in Clinton.
27. An obvious natural location to build a trail is along the levee. Trail options will have to cross Mill Creek.
28. Avoid ADM there is a lot of truck traffic and projected industrial growth. Avoid Liberty Avenue but access behind it on the levee might be okay. Determann's should be avoided.
29. Goal is to have frequent access to the trail between the communities. Safety is a concern and trail needs to have lighting. A mile is about the maximum distance to go with no access. Camanche Avenue is a good alternative with attractions and the museum.
30. Parking is also a major issue. The trail is no good without good access and parking. Logical place for parking and access by Liberty Square Development.
31. Air quality is also an issue behind ADM and some of the other industries. This is not a desirable location.
32. Avoid the south side of Clinton in the industrial area.
33. There will be an environmental screening on this effort.
34. Liberty Avenue suggested as an alternative route for Industrial Area, but was also stated to avoid Liberty Square area as that area is slated for very large redevelopment in the future - \$50+million. Group doesn't think this will happen for a long time and that a trail will probably be built first.

35. Problem with existing trail on north end near Eagle Point Park. Very steep hill where bikers have to walk their bikes up the hill. Would like this area re-aligned or relocated. Possibly use a switchback approach for managing the grade.
36. Group not opposed to alternative route for existing trail along the river, at least at the north end.
37. Camanche prefers trail to be along Washington Blvd.
38. Trail could be connected to existing wide sidewalk along HWY 30 on the north side. This will be continued east as part of a further widening project done by Howard R. Green Co. We are to coordinate with Gil Janes or Jon Estrum. Gil Janes with Howard R. Green (319-841-4404) would be the person to talk to about downtown Clinton improvements.
39. There was a request put in for earmark construction money. Put in for \$6 million.
40. Application has been made for a \$2 million earmark for construction of this segment of the project through Clinton and Camanche. Group feels likelihood of getting during next session is slim.
41. The next AC meeting time and date was discussed. Preference is to meet on Thursday evenings and a notice will be sent by email 2-3 weeks ahead of time. The next meeting will be in approximately 4-6 weeks.

Distribution:

Attendees
General Files 17767.01.00

June 1, 2005

SEE ATTACHED DISTRIBUTION LIST

Dear Committee Members:

Subject: Clinton County - Mississippi River Trail Study
Advisory Committee Meeting No. 2

Location: Clinton County Administration Building
Conference Room D,
(Enter from the west side of the building at the south set of doors.)
Date: June 9th
Time: 5:00 to 8:00 pm

Phase II of this project includes the development and presentation of the representative route alternatives for both urban and rural alignments. As part of this Phase II work, the design team will meet with you, the AC members, to present the studied route alternatives, identify benefits, opportunities and impacts on the surrounding communities and concerns for the trail alignments. By the end of the evening input will be needed to establish the "preferred" rural and urban alternative to be carried forward to the next phase of the project.

It will be very important for all of you to attend this meeting. We will rely on you to come prepared and provide us with key information to help in developing the preferred trail corridors. To assist you I have attached an overview map for you to review ahead of time.

I have included attachments to this letter which includes: Committee Contact List, Meeting No. 2 Agenda, Advisory Committee Strategy, Roles and Responsibilities and Objectives for Meeting No. 2 and an overview of the route alternatives to view prior to the meeting. Please bring this information with you and be prepared to participate in the discussions.

Thank you for volunteering and I appreciate your willingness to participate on this AC and we look forward to working with all of you on Thursday evening.

June 1, 2005
Page 2

If you have questions, please contact me at 563 264.6370 or my email address is
fullertondaniel@stanleyconsultants.com.

Sincerely,

Stanley Consultants, Inc.



Daniel R. Fullerton, P.E.
Project Manager

Enclosures: Committee Contact List
Meeting Agenda
Advisory Committee Strategy, Roles & Responsibilities, & Objectives
MRI Overview of Route Alternatives

cc: General Files 17767 01.00

drf:mmm8g:17767:04:01:01:1.tr7.doc

This document was sent electronically

MRT ADVISORY COMMITTEE CONTACT LIST

Entity	Contact Name	Phone Number	Email	Fax
Clinton County	Todd Kinney	563-244-0564	tkinney@clintoncountyiowa.com	563-243-3739
Clinton County Conservation	Walt Wickham	563-847-7202	wwickham@clintoncountyiowa.com	563-847-7204
City of Clinton	Tom Krogman	563-243-1260	tomkrogman@ci.clinton.ia.us	563.242.6131
City of Camanche	Dave Rickertsen	563-259-9410	Pwd69@mchsi.com	563.259.9025
MRT, Inc.	Clyde Bradley	563-242-1233	cbradley@clinton.net	563.243.4142
Bike Club	Dan Manley	563-242-8004	dwmanley@mchsi.com	N/A
Clinton Chamber of Commerce	John Parkinson	563-244-2208	John.Parkinson@equistarchem.com	N/A
Alliant Energy	Jay Thordsen	563-241-1501	jaythordsen@alliantenergy.com	563.242.0636
Mississippi River Parkway Commission	Art Ollie	563-243-5477	caollie@sanasys.com	563.243.4668
IDOT	Fred Dean	563-391-4643	Frederick.dean@dot.state.ia.us	563-388-9266
East Central Intergovernmental Association (ECIA)	Jim Gonier	563.556.4166	JGonier@ecia.org	563.556.0348

Updated: May 26, 2005 (Added Jim Gonier)
By: Dan Fullerton

Date: June 9, 2005
Place: Clinton County Administration Building, Time 5:00 – 8:00, Conference Rm D
Project/Purpose: MRT Advisory Committee Meeting No. 2
Notes By: Dan Fullerton

PERSONS ATTENDING:

1. Dan Fullerton - Stanley Consultants	9. Clyde Bradley – MRI, Inc.
2. Catherine Weikel - Stanley Consultants	10. Dan Manley – Bike Club
3. Mike Helms – Shive-Hattery	11. John Parkinson – Clinton Chamber of Commerce
4. Bill Cary – Shive Hattery	12. Jay Thordsen – Alliant Energy
5. Todd Kinney – Clinton County	Art Ollie – Mississippi River Parkway Commission
6. Walt Wickham – Clinton County Conservation	13. Fred Dean – IA DOT
7. Tom Krogman – City of Clinton	Jim Gonier – Eastern Central Intergovernmental Association (ECIA)
8. Dave Rickertsen – City of Camanche	15. 16.

ITEMS TO BE DISCUSSED:

1. Project update	7.
Present and discuss representative urban & rural route alternatives	8.
Identify and discuss benefits, opportunities, and impacts.	9.
Develop consensus for the preferred urban and rural alternatives.	10.
Discuss date and time for 3rd MRT Advisory Committee meeting.	11.
6.	12.

NOTES:

**Mississippi River Trail (MRT)
Route Alignment Study**

Clinton County, Iowa

MRT Advisory Committee Strategy

The formation of an Advisory Committee has been identified as a crucial activity in moving forward with the preliminary planning for this project. This has proven to be a very effective means of identifying issues and concerns, and to help provide specific local input to the county supervisors and city councils as project decision points are reached.

The Advisory Committee consists of a cross-section of approximately 10 dedicated local representatives who will provide key perspectives and insights for the project. These members include community or regional representatives not directly associated with the project, and other representatives of various organizations and/or businesses with an interest in the Clinton County region. Diversity of viewpoints and opinions is an essential element for effective committee function.

Committees that are corridor-focused-only tend to bias the process in an unproductive, somewhat self-centered way. The project suffers from lack of community and regional consensus in this situation. It is nearly impossible or very, very difficult to get these projects approved or to move forward with an effective plan.

Three critical workshops are planned. The first workshop covers an overview of the study process (Corridor Planning 101), definition of roles and responsibilities of the committee members, and an identification of goals, benefits, issues, and concerns. Representatives from planning agencies and city/county staff members are invited as participants throughout the process, but do not serve in leadership roles. The consultant design team assumes the project leadership role. The workshop sessions are both interactive and decisive and the participants like them.

No preliminary plans or alternatives are presented at this first workshop. It is an attempt to find out areas of concern and interest by the stakeholders. This is a very critical component of the planning process. No one can monopolize the discussion and/or criticize the previous efforts to date if specific proposals or alternatives are not the central topic of discussion. This is a listening meeting. The second workshop includes the presentation of preliminary alternatives for use in preparing a preferred alignment. The third workshop is a presentation of the preferred alignment.

**Mississippi River Trail (MRT)
Route Alignment Study**

Clinton County, Iowa

MRT Advisory Committee Roles and Responsibilities

1. Participate in all three workshops.
2. Identify overall project goals, benefits, issues, and concerns by providing local perspectives and insight.
3. Provide strategic input and act as a sounding board for evaluation of alternatives developed by the design team.
4. Provide leadership and direction to the County Supervisors and City Councils for implementation of the recommended plan.

Objectives of Workshop #2
June 9, 2005

1. Present the representative urban and rural corridor alternatives.
2. Identify benefits, opportunities and impacts on the communities.
3. Discuss issues and concerns relating to the representative corridors.
4. Provide local perspectives and first-hand observations on existing conditions and potential alternatives. Topics for discussion could include:
 - Connectivity, continuity and accessibility
 - Vistas, routes, trail heads, landmarks and visual opportunities
 - Traffic congestion/circulation
 - Safety
 - Environmental Issues
 - Vehicles, railroads, pedestrians and bicycles
 - Tourism and economic development potential
 - Costs
5. Develop a consensus for the preferred urban and rural trail corridor.

NOTE: *The information that is gathered from the workshop is crucial to the overall success of the project. Please feel free to actively participate in the discussion.*

Mississippi River Trail
Preliminary MRT Route Alternatives

Map Prepared By
SHIVE HATTERY
April 29, 2005
1 inch equals 1.5 miles



MEETING NOTES

No. 2

Date: June 9, 2005

Place: Clinton County Administration Building
Room D

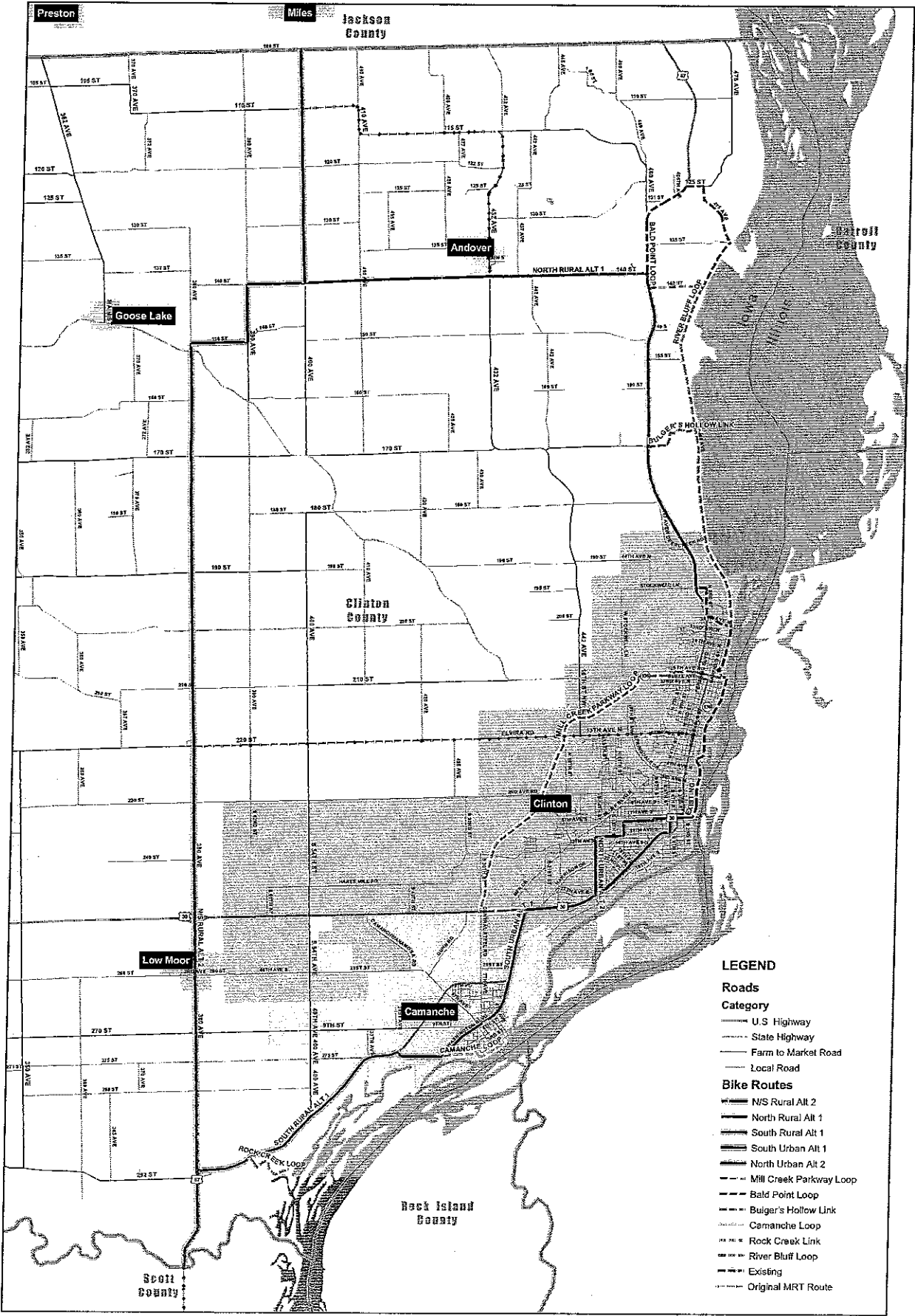
Project/Purpose: Mississippi River Trail Study – Clinton County, AC Meeting No. 2

Attendees: Dan Fullerton, Stanley Consultants, Inc.
Catherine Weikel, Stanley Consultants, Inc.
Mike Helms, Shive-Hattery
Bill Carry, Shive-Hattery
Clyde Bradley, Iowa MRT Director
Tom Krogman, City of Clinton
Fred Dean, Iowa DOT, District 6, Davenport (by phone conference)
Dave Rickertsen, City of Camanche
Todd Kinney, Clinton County Engineer
Dan Manley, Bicycle Club
Jim Gonyier, ECIA
Steve Howes

Notes By: Dan Fullerton

The following meeting notes set forth our understanding of the discussions and decisions made at this meeting. If you have any questions, additions, or comments, please contact the writer immediately. If we do not hear from you, we will assume that our understandings are the same. We are proceeding based on the contents of these meeting notes.

1. The meeting began with general discussion on project status, what had been completed since last meeting and what was still left to do in order to complete the study.
2. Each AC member was provided with a package containing colored 11x17 maps and technical memorandum of all the proposed route alternatives. The tech memo summarized the route development strategy and provided descriptions and estimated costs for each route alternative.
3. A copy of the tech memo was faxed to Fred for his use during the meeting.
4. A copy of the maps and tech memo were later mailed out to all AC members who were unable to attend the meeting.
5. Fred was in favor of the loops and links and thought it was a good addition and should be incorporated into the MRT overall plan.



6. Fred liked the “county wide” MRT plan approach and was in favor of carrying this approach forward. He reminded us that this study is a ground breaker for other nine counties in the state to use when developing the MRT plan.
7. Fred suggested that photos of the alternatives, loops and links be included in the final report and presented at the public information meeting.
8. Clyde was in favor of the MRT county wide plan approach and emphasized that we must remind ourselves that the “MRT is an experience” for the users.
9. Discussion was held regarding implementation of the MRT plan upon completion of the study and Fred suggested that the local jurisdictions will need to establish priorities for development and funding of the MRT routes.
10. Jim commented that Camanche is in favor of loops being used everywhere.
11. The committee especially liked the approach of the having a “spine” that connects the MRT from county to county and from Camanche to Clinton. Clyde felt the “spine” is a safe avenue to get users to the trails.
12. Fred commented that the MRT is a Level 1 trail and will receive the highest priority in getting trail funding in the state. He did not see any reasons why you couldn’t establish multiple MRT routes.
13. Todd raised the question about funding a dual route through Clinton County. Fred’s reply was that the DOT is a funding agency and it is possible to have both.
14. There was some discussion regarding access to along river levee in the industrial section of Clinton. Bill shared some photos taken during a site recon that showed multiple areas with equipment and fences and piping crossing the levee and described access as difficult to nearly impossible in these areas. Clyde noted that he has experienced trails on the IL side passing through industrial sites that are fenced off up to 10’ high on both sides for protection. The general consensus was that these areas are desirable but not feasible or the safest alternatives for the MRT.
15. Steve suggested that we investigate a route that heads north along S 16th St, past Honeywell Park, then east on Harrison Dr. past the Clinton Co. Golf Club and tie back into S 14th St. This alternative will be investigated and reviewed before the next AC meeting.
16. Steve indicated that near the US 30 bridge and the end of the existing trail that the salvage yard will be demolished in the future and for the purpose of this study consider it gone. This may help with opportunities for connection in this area.
17. Steve suggested that we consider a loop through Eagle Point Park and provide connection to the north end onto W Deer Creek Rd. The committee was split on this idea and thought Eagle Point Park offered a great opportunity for a river view and areas for families to go but with rolling terrain and tight narrow park roads very difficult to maneuver with motor vehicles.
18. Dan M. suggested we investigate a route following a drainage ditch and abandoned railroad near Harrison Dr and S 19th St. and north of Clinton Co. Golf Club. This alternative will be investigated and reviewed before next AC meeting.
19. Clyde indicated that the off-road routes should avoid signalized intersections or where there is heavy vehicle or truck traffic.
20. Clyde suggested that for North Urban Alt 2 instead of using 8th Ave to investigate either 6th or 7th and he felt these two streets provided better access, less congested with traffic, and could get to the river levee easier. This alternative will be investigated and reviewed before the next AC meeting.
21. Clyde suggested that there should be a list of pros and cons for each alternative to help local jurisdictions prioritize and make decisions how to proceed with implementing a MRT plan.
22. General consensus of the committee was they preferred N Urban Alt 2 vs. S Urban Alt 1 through Clinton and for an off-road route the segment between Folletts Park to Eagle Point Park was preferred. It was agreed that all the rest of the routes were acceptable and that all should be carried forward into the next phase for consideration. The overall impression was that this study would provide an excellent county wide or regional MRT masterplan with a primary route, or “spine” that provides a connection from Scott to Jackson but from the “spine” several other routes could be accepted as well to get people to and from Clinton and Camanche.
23. Any additional comments regarding the meeting discussions or materials handed out at the meeting (maps and tech memo) are due to Dan by June 20.
24. Next AC meeting No. 3 will be in approximately 4-5 weeks and will be a joint AC and Public Information meeting. The Clinton and Camanche city councils and Clinton Co. board will be invited. Meeting time and location TBD.
25. AC members will be contacted by email with meeting details in the next week or so.

Distribution:

Attendees
General Files 17767.01.00

June 24, 2005
Page 2

If you have questions, please contact me at 563.264.6370 or my email address is
fullertondaniel@stanleyconsultants.com.

Sincerely,

Stanley Consultants, Inc.



Daniel R. Fullerton, P.E.
Project Manager

Enclosures: Committee Contact List

cc: General Files 17767.01.00

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June 24, 2005

SEE ATTACHED DISTRIBUTION LIST

Dear Committee Members:

Subject: Clinton County - Mississippi River Trail Study
Advisory Committee Meeting No. 3 & Public Information Meeting

Location: Ericksen Community Center
1401 11th Avenue N
Clinton, IA

Date: Thursday, July 14th

Time: 5:30 to 6:30 pm, City Councils of Camanche and Clinton, Clinton Co. Board of
Supervisors and MRT Advisory Committee.

7:00 to 8:00 pm, Public Information Meeting

The 5:30-6:30 meeting will be a public meeting, jointly run by the three government bodies, and will have one agenda item: A Presentation of the MRT Route Alternatives to the City Councils of Camanche and Clinton, and to the Clinton Co. Board of Supervisors by Stanley Consultants and Shive-Hattery, Inc.

The 7:00-8:00 meeting will be a public information meeting for the community to come and learn about the MRT study for Clinton Co, and have an opportunity to ask questions and give feed back to Stanley Consultants and Shive-Hattery.

A few days prior to the meeting we will send out a summary of the route alternatives similar to what we presented to you on June 9 so that you have a chance to review ahead of time. We will also send an advance copy to each of the councils and board.

This should be a good opportunity to visit with the community and share with them the progress and future of the MRT plan. Again, thank you for volunteering and I appreciate your willingness to participate on this AC and we look forward to meeting with all of you on Thursday evening.

This document was sent electronically

MRT ADVISORY COMMITTEE CONTACT LIST

No. 3

Entity	Contact Name	Phone Number	Email	Fax
Clinton County	Todd Kinney	563-244-0564	tkinney@clintoncountyiowa.com	563-243-3739
Clinton County Conservation	Walt Wickham	563-847-7202	wwickham@clintoncountyiowa.com	563-847-7204
City of Clinton	Tom Krogman	563-243-1260	tomkrogman@ci.clinton.ia.us	563.242.6131
City of Camanche	Dave Rickertsen	563-259-9410	Pwd69@mchsi.com	563.259.9025
MRT, Inc.	Clyde Bradley	563-242-1233	cbradley@clinton.net	563.243.4142
River Bend Bicycle Club	Dan Manley	563-249-1046	dwanmanley@mchsi.com	N/A
Clinton Chamber of Commerce	John Parkinson	563-244-2208	John.Parkinson@equistarchem.com	N/A
Alliant Energy	Jay Thordsen	563-244-9678	jaythordsen@alliantenergy.com	563.242.0636
Mississippi River Parkway Commission	Art Ollie	563-243-5477	caollie@sanasys.com	563.243.4668
IDOT	Fred Dean	563-391-4643	Frederick.dean@dot.state.ia.us	563-388-9266
East Central Intergovernmental Association (ECIA)	Jim Gonyier	563-556-4166	JGonyier@ecia.org	563.556.0348

Updated: June 21, 2005 (Revised Jay Thordsen & Dan Manley #)
By: Dan Fullerton

Date: July 14, 2005

Place: Ericksen Community Center, 1401 11th Ave N, Clinton

Project/Purpose: Mississippi River Trail Study – Clinton County, AC Meeting No. 3 & Public Information Meeting

Attendees: Consultant Team
Dan Fullerton, Stanley Consultants
Cathy Weikel, Stanley Consultants
Mike Helms, Shive-Hattery

AC Members
Tom Krogman, City of Clinton
Todd Kinney, Clinton County Engineer
Fred Dean, Iowa DOT, District 6, Davenport
Dave Rickertsen, City of Camanche
Dan Manley, River Bend Bicycle Club
Clyde Bradley, Iowa MRT
Allen May, ECIA

Members of the local newspaper and radio stations were also present.

See attached list for additional meeting attendees who signed in.

Notes By: Dan Fullerton

The following meeting notes set forth our understanding of the discussions and decisions made at this meeting. If you have any questions, additions, or comments, please contact the writer immediately. If we do not hear from you, we will assume that our understandings are the same. We are proceeding based on the contents of these meeting notes.

AC Meeting No. 3

This meeting was held from 5:30-6:30 pm and was a joint public meeting with the AC, City Councils of Clinton and Camanche, and Clinton Co. Board of Supervisors. Each council and board member received three days in advance, a letter with the study documents, colored 11x17 maps of the routes and a technical memorandum summarizing the development of the study for review. The study documents were available at the meeting for each of the AC members.

The meeting began by Dan acknowledging the presence and participation of each council and board. Dan introduced the consultant team and discussed the meeting agenda. A power point computer presentation was given by Dan on the progress of the MRT route feasibility study. The presentation included overview of study process, objectives, route alternatives, and a photo tour of approximately 50 miles of potential route corridors throughout Clinton Co. The presentation lasted approximately 30

minutes with the remainder of the hour left open for questions and discussion.

General summary of meeting discussion:

- A few questions were asked if the study included routes closer to the river, crossing over to the Island and continuation of Clinton levee trail. The response provided included a description and photos from reconnaissance survey of some of the existing levee and heavy industrial equipment which surrounded and crossed the levee, and the restricted access behind the industrial site, and high environmental impact in these areas with much of this area falling in 100-year floodplain.
- The City of Clinton Engineer, Steve Hauns, indicated that 7th Ave S was going to be a designated truck route connecting MFR Dr with downtown Clinton. No additional details were provided regarding this truck route. Comment was noted and should be investigated further during the preliminary design phases of the MRT routes.
- The City of Clinton Engineer, Steve Hauns, during a discussion following the meeting with Stanley Consultants expressed concern with the safety of trail users crossing at the intersection of US 30/67. Steve suggested that instead of crossing to the north side onto the 10' concrete trail, the future MRT trail could follow along the south side of US 30, eliminating the at-grade intersection crossing, and continue until it reaches 8th Ave S and head east until the end of the bridge and then head northerly up towards 7th Ave S and tie into existing levee trail. Comment was noted and should be investigated further during the preliminary design phases of the MRT routes.
- AC member, Clyde Bradley during a discussion following the meeting with Stanley Consultants also expressed concern with the safety of trail users crossing the at-grade intersection of US 30/67. He felt that the off-road trail shouldn't cross at this busy intersection but rather mid-block or at a location where a pedestrian bridge could be constructed over US 30. Clyde also discussed this issue with City Administrator; Jeff Kooistra prior to the meeting and both agreed this was a concern. In subsequent discussions with AC member, Fred Dean by email with Stanley Consultants he suggested that it might be possible to construct a trail crossing under the Mill Creek bridge in order to access the north side of US 30. Both comments were noted and should be investigated further during the preliminary design phases of the MRT routes.

Public Information Meeting

This meeting was held from 7:00-8:00 pm and was open to the public. This meeting was advertised in advance. The purpose of this meeting was to invite the public to come and learn about the MRI feasibility study for Clinton Co. and have an opportunity to ask questions and provide feed back.

There was not a formal presentation given but there was opportunity for anyone to view route alternatives on full size (24"x36") maps. Handouts were also available and included technical summary sheet for each route alternative and a color, 11"x17" Route Type map. Stanley Consultants and Shive-Hattery each had representatives available to answer questions.

To collect verbal comments a digital tape recorder was available and written comments could be recorded on a form.

General summary of meeting:

- No verbal or written comments were recorded at the time of the meeting.
- Several small discussions were held throughout the one hour period and overall the responses were quite favorable with no negative comments expressed towards the route alternatives.
- There was concern expressed by a couple who owned property near the Bald Point Loop and River Bluff Loop. The concern was that they did not like the idea of a new bike trail coming close to their rural property and that they enjoyed the privacy of this area. A response was provided explaining that Bald Point Loop was a shared roadway providing a bicyclist opportunity to ride on existing roadway which allowed public access to a scenic view of the river. The River Bluff Loop was explained to be a potential route alternative located along the west side of the railroad and this route would not be considered a primary route but for the purpose of this study was identified as a possible loop and would need further evaluation under a separate study.
- Discussion was held with a gentleman regarding his memory of a possible old railroad bed in close proximity to the South Urban Alt 1# west and south of Camanche. This could be investigated upon further development of that alternative.

Distribution:

Attendees

General Files 17767.01.00



MEETING ATTENDEES

Date: July 14, 2005 5:30-6:30pm **Project No.:** 17767

Project Title: Clinton County - Mississippi River Trail Study, Route Feasibility Study - Council Meeting

Meeting Place: Ericksen Community Center, 1401 11th Avenue N, Clinton, IA

ATTENDEES:

Name	Organization	Fax	Phone	E-Mail
Brad Seward	KCLN/KZEG Radio	563-242-4567	563-243-1390	kclnnews@kcln.com
Bob Jacobs	Clinton		563-242-2735	BOB 50 E 55 RD MSN
Tom Kroszman	CITY OF CLINTON			
Jeff Koistinen	City of Clinton	242- 242	242-2144	jeff.koistinen@ci.clinton.ny.us
Jim Robertson	City of Cananota		259-8618	
BILL SIMPSON	COUNCIL OF CANANOTA		259-2852	
DICK PEARCE	CANANOTA CITY COUNCIL			
Todd Kinney	Clinton County			
Gerrit Wilke	CLINTON COUNTY		244-0575	
Ed O'Neil	CITY COUNCIL		242-3670	
Mike Kearney	Clinton City Council		242-0414	m.kearney@clm.wustl.edu
Allen W. Glene	CLINTON CO. NY		243-4884	
Fred Dean	Town DOT, Dist. 6			
Patricia Manning	City of Clinton	242-3215	242-2144	
Carroll Smith	CITY OF CLINTON		242-3356	
Dan Nanley			249-1046	

Stanley Building • 225 Iowa Avenue • Muscatine, IA 52761-3764 •
Phone 563.264.6600 • Fax 563.264.6658

SC5017 R1 0902



MEETING ATTENDEES

Date: July 14, 2005 5:30-6:30pm **Project No.:** 17767

Project Title: Clinton County - Mississippi River Trail Study, Route Feasibility Study - Council Meeting

Meeting Place: Ericksen Community Center, 1401 11th Avenue N, Clinton, IA

ATTENDEES:

[illegible]

Stanley Building • 225 Iowa Avenue • Muscatine, IA 52761-3764 •
Phone 563.264.6600 • Fax 563.264.6658

SC5017 R1 0902

Date: July 14, 2005 7:00-8:00pm

Project No.: 17767

Project Title: Clinton County - Mississippi River Trail Study, Route Feasibility Study Public Information Meeting

Meeting Place: Ericksen Community Center, 1401 11th Avenue N, Clinton, IA

ATTENDEES:

[illegible]

Stanley Building • 225 Iowa Avenue • Muscatine, IA 52761-3764 •
Phone 563.264.6600 • Fax 563.264.6658

SC5017 R1 0902

Questions & Comments MRT AC Mtg No. 2		DATE 6/28/05	PAGE 1 of 2
Reviewer Name	Date	Comment No.	Comment
Fred Dean, Iowa Dept. of Transportation	6/16/2005	1.	I liked very much how the memo captured what the MRT Initiative is all about. The presentation of MRT Spine alternatives (urban off road and rural bypass alignments) followed by links and Loops (provide access to tourism and recreation opportunities, schools, employment, schools, etc). This allows the jurisdictions within Clinton County to over time invest in a comprehensive trail system close to the Mississippi River that serves the full range of bicyclists. It provides for tourism/economic development to grow in concert with the systems development. It will also serve those who use bicycles as a primary means of transportation. The flexibility and adaptability of route alternatives is a real plus. It allows for the desired off-road alignment throughout the county and urban area to be developed incrementally over time. As such could you present a development strategy that the County and two Cities can work with during the post study period to achieve this desired goal?
			Stanley Consultants – After discussing with Fred we agreed this development strategy could be presented as a brief outline or narrative summarizing the next steps for each community to take in moving forward (post study). The intent would be to have a “catalyst” to push the community ahead and not stall out after the study is completed.
		2.	Can you develop a map that shows where paved shoulder currently exists? If any. Where it should be considered, based on a 700 ADT threshold.
			Stanley Consultants – Agree we will provide a summary of existing shoulder types, paved vs. non-paved and recommend paved shoulder bike lane based on above threshold. The 700 ADI is currently being used by the Office of Systems & Planning, this is not an official policy, but approved by commission for preparing draft bike and pedestrian planning documents. This is based upon NCHRP Report 214 and the State of Wisconsin in their development and research of bicycle lanes.
		3.	Can you show on the maps of the alternatives where bridges and culverts that need to be modified, etc. are located? The same with ROW, where along the route is additional land needed.
			Stanley Consultants – Agree we will provide information where bridges and culverts need modified and are located. Agree will call out where additional ROW is anticipated along routes.

Questions & Comments MRT AC Mtg No. 2			DATE 6/28/05	PAGE 2 of 2
Reviewer Name	Date	Comment No.	Comment	
		4	I like that the study is really the beginning of a County-wide trail plan. The study is focused on the Mississippi River geographic area of the county. Whereas over time the remaining areas of the county to the west could also be based on a theme, attractions, geography, etc.	
			Stanley Consultants - Agree	
Todd Kinney, Clinton County	6/16/2005	1.	1st page-1st paragraph-2nd sentence-Clinton County, City of Clinton and City of Camanche commissioned for a study.....	
			Stanley Consultants – Agree will add City of Clinton and Camanche.	
		2.	2nd page-1st par-Did you contact Scott and Jackson counties to verify they were using these "fixed" MRI connections at adjacent counties. Maybe a letter stating that as such would be good to get.	
			Stanley Consultants – Agree will contact Scott and Jackson counties and verify current planned connection points.	
		3.	N/S rural alt 2 on Z-36 should list existing shoulder widths and do the same for other roads to document why additional ROW is required for 6-paved shoulders.	
			Stanley Consultants – Agree will provide a summary of existing shoulder widths (based upon field measurements).	

Questions & Comments MRT AC Mtg No. 3			DATE 7/26/05	PAGE 1 of 2
Reviewer Name	Date	Comment No.	Comment	
Fred Dean, Iowa Dept. of Transportation	7/26/05	1.	Page 1. 3rd Bullet notes identification of on road and off road alignment or corridor. I note cross sections of each at the end of the memo. Can you make reference to those cross sections? Does there need to be a definition presented for both on and off road trails? For example noting that off road trails can fall within or outside f existing road right of way.	
			Agree. Will provide reference to cross sections and provide clarification for on and off road trails.	
		2.	Page 2. Bi-State Regional Commission is located in Rock Island, IL, not Moline.	
			Agree. Will change to Rock Island.	
		3.	Page 2. Section Titled Routes, Links and Loops. In the first paragraph, can the concept of "spine" be introduced? The second paragraph make notes of spine, but not in an introductory way.	
			Agree. Will clarify the concept of "spine" into the report.	
		4.	Page 2, next to last paragraph, last sentence. Says loops can be funded with other sources. Not sure I agree with that statement. Plus no mention had been made earlier in the document about funding. Might I suggest a revision that treats Loops as a secondary development priority behind getting the urban and rural spines accomplished?	
			Agree. Will clarify that Loops and Links are secondary routes and development and funding is in addition to the primary routes of the MRT "spine".	
		5.	Page 4. The idea of paved shoulders on county roads in mentioned. Might I suggest some guidance be provided as to when the county should consider paving shoulders that can function as bike lanes?	
			Agree. Will provide some minimum guidance in the report.	

Questions & Comments MRI AC Mtg No. 3			DATE 7/26/05	PAGE 2 of 2
Reviewer Name	Date	Comment No.	Comment	
City of Camanche, Councilmen		6.	General - Suggested adding a section at the beginning of the report with a glossary of terms. Explain what a trailhead, off road versus on road, link and loop, etc. are.	
			Agree. Will add a List of Definitions to the beginning of the report.	

Environmental Data



A Stanley Group Company
Engineering, Environmental and Construction Services - Worldwide

April 29, 2005

Mr. Keith Dohrmann
Iowa Department of Natural Resources
502 E. 9th Street
Des Moines, IA 50319-0034

Dear Keith:

Subject: Mississippi River Trail
Clinton County

I discussed this project briefly with you several days ago. We are in the process of refining alternative routes for a trail system through Clinton County and are hoping your office can identify sensitive habitats and/or key environmental features or issues along or near the alternative routes.

Enclosed are both a full-sized set of color drawings and a half-sized set of black & white with the alternative routes hi-lighted with blue marker. The vertical drawings show the rural routes around the west side of Clinton/Camanche. They overlap the horizontal drawings which show alternatives closer to the river. The trails extend the entire north-south length of Clinton County. The alternatives include both primary alternatives and "loop" routes which are identified as such. The original MRT Route is shown with magenta dots but we are not interested in features or issues along that route.

I'm not sure how best to return information to me. One possibility is to mark sites with a number on the half-sized drawings and identify them on a separate sheet, but please use whatever method works best for you. I'd appreciate anything you can do to expedite your review process. Please call if you have any questions (563/264-6293).

Sincerely,

Stanley Consultants, Inc.

Michael J. Knott
Principal Scientist

Enclosures

cc: Dan Fullerton, Stanley Consultants
Files/17767

MJK:mjk:17767-DNR.Ltr



THOMAS J. VILSACK, GOVERNOR
SALLY J. PEDERSON, LT. GOVERNOR

STATE OF IOWA

DEPARTMENT OF NATURAL RESOURCES
JEFFREY R. VONK, DIRECTOR

June 29, 2005

Mr. Michael J. Knott
Stanley Consultants, Inc.
Stanley Building
225 Iowa Avenue
Muscatine, IA 52761

RECEIVED
STANLEY CONSULTANTS

JUL 05 2005

GOVCOM

RE: Environmental Review for Natural Resources
Mississippi River Trail, Clinton County, IA

Dear Mr. Knott:

Thank you for inviting our comments on the impact of the above referenced project.

We have no specific comments that those portions of the project area that are within existing right of way as shown on the several maps that were submitted to this office.

Those portions of the proposed trail routes that are outside of existing right of way that were identified subsequent to the original submission are listed below.

1	Town of Foilets – the trail will probably loop around the south and east sides of the small city park that is in the SE quadrant of the town.
2	There are 2 segments on the N/S Rural Alternative 2 where the trail could end up as much as 40' outside of the existing right of way on one or both sides. The segments are between 190 th Street and 210 th Street; and on the jog from 380th Avenue to 400 th Avenue.
3	On the South Rural Alternative 1 and the west end of the South Urban Alternative 1, the trail will be southeast of Highway 67 between the roadway right of way and the railroad right of way.
4	On the Mill Creek Parkway Loop, the trail could be as much as 25 feet outside of the existing right of way on either or both sides of the road.
5	On the north-south segment of the South Urban Alternative 1, from the intersection of Highway 67 with Washington Boulevard to Highway 30, the trail could be as much as 50 feet east of the existing right of way.
6	The railroad Loop from the north edge of Clinton to Bald Point would be located on new right of way adjacent to the west side of the existing railroad right of way.

For the above areas, we have records for the following state listed species:

STR	Year of record	Scientific Name	Common Name	State Listing
S15 T80N R5E	1983	<i>Sistrurus catenatus</i>	Eastern Massasauga Rattlesnake	Endangered
S11 T80N R5E	1987	<i>Krigia virginica</i>	Dwarf Dandelion	Endangered
S20 T82N R7E	1956	<i>Asimina triloba</i>	Pawpaw	Special Concern
S6 T80N R6E	1956	<i>Cuscuta indecora</i>	Pretty Dodder or Dodder	Special Concern
S27 T81N R6E	1986	<i>Callirhoe triangulata</i>	Poppy Mallow	Endangered
S32 T81N R6E	1930	<i>Chelone obliqua</i>	Red or Pink Turtlehead	Special Concern

This letter is a record of review for protected species, rare natural communities, state lands and waters in the project area, including review by personnel representing state parks, preserves, recreation areas, fisheries

05-3712L.doc

WALLACE STATE OFFICE BUILDING / DES MOINES, IOWA 50319
515-281-5918 TDD 515-242-5967 FAX 515-281-6794 WWW.STATE.IA.US/DNR

and wildlife but does not include any potential comment from the Environmental Services Division of this Department. This letter does not constitute a permit and before proceeding with this project, permits may be needed from this Department or from other state or federal agencies.

Effective March 10, 2003, any construction activity that bares the soil of an area greater than or equal to 1 acre including clearing, grading or excavation may require a storm water discharge permit from the Department. Construction activities may include the temporary or permanent storage of dredge material. For more information regarding this matter, please contact Ruth Rosdail at 515/281-6782.

The Department administers regulations that pertain to fugitive dust IAW Iowa Administrative Code 567-23.3(2)"c". All persons shall take reasonable precautions to prevent the discharge of visible emissions of fugitive dusts beyond the lot line of property during construction, alteration, repairing or demolishing of buildings, bridges or other vertical structures or haul roads. All questions regarding fugitive dust regulations should be addressed to Jim McGraw at 515/242-5167.

If you have any questions about this letter or if you require further information, please contact Keith Dohrmann at (515) 281-8967.

Sincerely,



DIANE FORD-SHIVVERS, SUPERVISOR
POLICY AND COORDINATION
CONSERVATION AND RECREATION DIVISION

DFS:kd

Attachment:

CC: Christine Schwake, Water Quality Bureau, Iowa DNR (by email)

FILE COPY: Keith L. Dohrmann

SPECIES LIST FOR CLINTON COUNTY

Scientific Name	Common Name	State Protection	Count
AMMOCRYPTA CLARA	WESTERN SAND DARTER	I	4
ARABIS DRUMMONDII	DRUMMOND ROCKCRESS		1
ARABIS GLABRA	TOWER MUSTARD		1
ARDEA HERODIAS	GREAT BLUE HERON		1
ASIMINA TRILOBA	PAW PAW	SC	1
ASTER LINARIIFOLIUS	Flax-leaved aster	I	5
BOTRYCHUM MATRICARIIFOLIUM	DAISY-LEAVED MOONWORT	E	1
BRASENIA SCHREBERI	WATER SHIELD	SC	2
BUTEO LINEATUS	RED-SHOULDERED HAWK	E	9
CALLIRHOE TRIANGULATA	POPPY MALLOW	E	2
CAREX RICHARDSONII	RICHARDSON SEDGE	SC	7
CAREX TENERA	SLENDER SEDGE	SC	1
CAREX IONSA	DEEP GREEN SEDGE	SC	2
CAREX UMBELLATA	SEDGE	SC	7
CATHARUS FUSCESCENS	VEERY		12
CHELONE OBLIQUA	RED TURTLEHEAD	SC	1
CIRSIMUM MUIICUM	SWAMP THISTLE	SC	1
COELOGLOSSUM VIRIDE	BRACKETED ORCHID		1
CUSCUTA INDECORA	PRETTY DODDER	SC	1
DENDROICA CERULEA	CERULEAN WARBLER		8
DIODIA IERES	ROUGH BUTTONWEED	SC	2
DISCUS MACCLINTOCKI	IOWA PLEISTOCENE SNAIL	E	1
DRYOCOPUS PILEATUS	PILEATED WOODPECKER		23
DRYOPTERIS CRISTATA	CRESTED WOOD FERN		2
EMYDOIDEA BLANDINGII	BLANDING'S TURTLE	I	5
EQUISETUM FLUVIALE	SWAMP HORSETAIL		1
Erynnis baptisiae	Wild Indigo Dusky Wing	SC	1
ERYNNIS LUCILIUS	COLUMBINE DUSKY WING	SC	1
FIMBRISTYLIS AUTUMNALIS	SLENDER FIMBRY	SC	1
GAYLUSSACIA BACCATA	BLACK HUCKLEBERRY	I	2
GENTIANOPSIS CRINITA	FRINGED GENTIAN		2
GLAUCOMYS VOLANS	SOUTHERN FLYING SQUIRREL	SC	1
HALIAEETUS LEUCOCEPHALUS	BALD EAGLE	E	4
HESPERIA OTTOE	OTTOE SKIPPER	SC	1

Scientific Name	Common Name	State Protection	Count
HIODON ALOSOIDES	GOLDEYE		1
ICHTHYOMYZON CASIANEUS	CHESINUI LAMPREY	I	1
Isoetes melanopoda	Black-Footed Quillwort	E	1
JUNCUS EFFUSUS	SOFT RUSH	SC	2
KRIGIA VIRGINICA	DWARF DANDELION	E	1
LAMPSILIS HIGGINSII	HIGGIN'S-EYE PEARLY MUSSEL	E	3
LYCOPODIUM DIGITATUM	CROWFOOT CLUBMOSS	SC	2
MELICA NIENS	THREE-FLOWERED MELIC GRASS		1
MINUARIA MICHAUXII	ROCK SANDWORT	SC	7
NOTOPHITHALMUS VIRIDESCENS	CENTRAL NEWT	I	9
Notropis emiliae	Pugnose minnow	SC	2
NOTROPIS HETEROLEPIS	BLACKNOSE SHINER	I	1
NOTURUS NOCTURNUS	FRECKLED MADTOM	E	1
NYCTANASSA VIOLACEA	YELLOW-CROWNED NIGHT-HERON		1
OSMUNDA REGALIS	ROYAL FERN	I	3
PARNASSIA GLAUCA	GRASS OF PARNASSUS		2
PHLOX BIFIDA	CLEFT PHLOX	SC	2
Pituophis catenifer sayi	Bullsnake	SC	1
PLATANIHERA FLAVA	TUBERCLED ORCHID	E	3
POANES ZABULON	ZABULON SKIPPER	SC	1
POLYGALA POLYGAMA	RACEMED MILKWORT	E	12
POLYGONELLA ARTICULATA	EASTERN JOINTWEED	E	3
POTAMILUS OHIENSIS	PINK PAPERSHELL		1
PROBLEMA BYSSUS	BYSSUS SKIPPER	I	1
PROSERPINACA PALUSTRIS	MARSH MERMAID-WEED	SC	1
RHEXIA VIRGINICA	MEADOW BEAUTY	I	4
RODALA RAMOSIOR	TOOTH CUP	SC	1
RUBUS HISPIDUS	DEWBERRY	SC	1
SISTRURUS CAENATUS	Massasauga Rattlesnake	E	1
SPEYERIA IDALIA	REGAL FRILLARY	SC	1
SPIRANTHES MAGNICAMPORUM	GREAT PLAINS LADY'S TRESSES	SC	2
TRUNCILLA TRUNCATA	DEERTOE		2
VIOLA LANCEOLATA	LANCE-LEAVED VIOLET	SC	2

Knott, Michael

From: Knott, Michael
Sent: Thursday, May 12, 2005 1:28 PM
To: 'keith.dohrmann@dnr.state.ia.us'
Subject: Clinton County Bicycle Trails

Keith

I'm sorry it took so long for me to get back to you. It took my engineers some time to review each of the trail alternatives.

Nearly all of the trails will be within existing roadway ROW. The trails will mostly be on widened shoulders. There are several relatively short segments where the ROW is fairly narrow where they might have to acquire an additional 15' or so of ROW for the trail.

On the "Loop Segments": to Rock Creek Park; down along the river in Camanche; to Bulger's Hollow Campground; and the Bald Point Loop will be on the roadway. Except for the loop down along the river in Camanche, there will not be any new trails on these loops. There will probably only be signs alerting cyclists to these loop opportunities.

The following are those segments/alternatives where the trail will be outside of the existing ROW:

- Town of Follets - the trail will probably loop around the south and east sides of the small city park that is in the SE quadrant of the town.
- There are 2 segments on the N/S Rural Alternative 2 where the trail could end up as much as 40' outside of the existing ROW on one or both sides. The segments are between 190 St & 210 St; and on the jog from 380 Ave to 400 Ave.
- On the South Rural Alternative 1 and the west end of the South Urban Alternative 1, the trail will be southeast of Hwy 67 between the roadway ROW and the RR ROW.
- On the Mill Creek Parkway Loop, the trail could be as much as 25' outside of the existing ROW on either or both sides of the road.
- On the north-south segment of the South Urban Alternative 1, from the intersection of Hwy 67 with Washington Blvd to Hwy 30, the trail could be as much as 50' east of the existing ROW.
- The Railroad Loop from the north edge of Clinton to Bald Point would be located on new ROW adjacent the west side of the existing RR ROW.

If it's possible to send us a "shape file" for your mapping, that would work best for us but we will take anything you can get us.

Please call if you have any questions (563/264-6293). Thanks!

Mike

TODTZ FARM
(Camanche, Iowa)

GENERAL DESCRIPTION

The site is located approximately 1.5 miles west of Camanche, Iowa. It occupies a gravel pit located in the SW 1/4 of the SW 1/4 of Section 29, T81N, R6E in Clinton County. The 12-acre site is owned by Lewis L. and Lynn R. Todtz; they acquired the site in 1988. The site was entered on the Registry in February 1989. The EPA placed the site on the National Priorities List (NPL) in June 1986. Lawrence Todtz purchased the land in 1958. From 1959 to 1969, he leased the 12-acre site for sand and gravel mining. When mining ceased, the pit was operated by McManus Brothers as a municipal landfill for the city of Camanche from 1971 to 1975.

SITE CLASSIFICATION

The site is classified "b" in accordance with 455B.427.3. Hazardous wastes containing arsenic, lead, nickel, sodium hydroxide, acetone, carbon disulfide, cresols, methylene chloride, tetrahydrofuran, and toluene have been disposed at the site, posing a significant threat to the environment.

TYPE AND QUANTITY OF HAZARDOUS WASTE

In 1971 McManus Brothers sublet a 2.5-acre part of the gravel pit to E. I. DuPont de Nemours and Company for the construction and operation of an industrial waste impoundment. DuPont disposed of 4,300 tons of process wastes from their cellophane plant in Clinton, Iowa. The impoundment cell was closed in 1975. Hazardous wastes containing arsenic, lead, nickel, sodium hydroxide, acetone, carbon disulfide, cresols, methylene chloride, tetrahydrofuran, and toluene have been disposed at the site.

TABLE 1 Groundwater Contamination		
Compound	Highest Value (ug/L)	Statewide Standard for Protected Ground water (ug/L)
Carbon Disulfide	3,600	700
Acetone	2,000	700
Toluene	8,800	1000
Methylene Chloride	2,500	5.0
Tetrahydrofuran	97,000	NA
Cresol	1,200	NA
Arsenic	1,400	50
Lead	400	15
Nickel	4,000	100 (soluble salts)
Sodium	5,800,000	NA

SUMMARY OF PUBLIC HEALTH AND ENVIRONMENTAL CONCERNS

- The primary public health concern is the potential exposure to contaminated drinking water.

The site is located on the floodplain of the Mississippi River and is about 1.5 miles northwest of the river. Two lakes are located next to the site on the east and south sides. An alluvial aquifer is present at the site, flowing to the southeast toward the river. This groundwater is the source of drinking water for nearby residential wells and for the municipal wells at the city of Camanche.

The disposed wastes at the site are in direct contact with the alluvial aquifer. Samples from the monitoring wells demonstrate the on-site groundwater is contaminated with hazardous substances originally disposed at the site. Several of the concentrations listed in Table 1 exceed the regulatory or advisory limits for these chemicals in drinking water. Sampling suggests contaminants may be migrating from the site. The local lakes, streams, and the Mississippi River are used for recreational activities and commercial shipping. Marshes adjacent to the river and about 1.5 miles southeast of the site form part of the Upper Mississippi River Wildlife and Fish Refuge.

STATUS OF ASSESSMENT, MONITORING OR REMEDIAL ACTION

The EPA is the lead agency on the site.

The EPA began investigating the site in 1980. A Consent Order, effective April 4, 1988, required DuPont to conduct a Remedial Investigation/Feasibility Study (RI/FS) for their impoundment cell. The draft RI/FS report was submitted in July 1988. The EPA issued a Record of Decision (ROD) on November 4, 1988, selecting the preferred remedial action. In November 1990, the EPA and DuPont entered a Consent Decree on the ROD.

In August 1989 the James Bark well was replaced with a deeper well. A second well also was installed at the adjacent Steven Bark residence. The replaced (James Bark) residential well was completed in the shallow alluvial groundwater. It is located near the southeast corner of the site and is down gradient of it. Elevated sodium concentrations (200,000 ug/l) have been detected at the well.

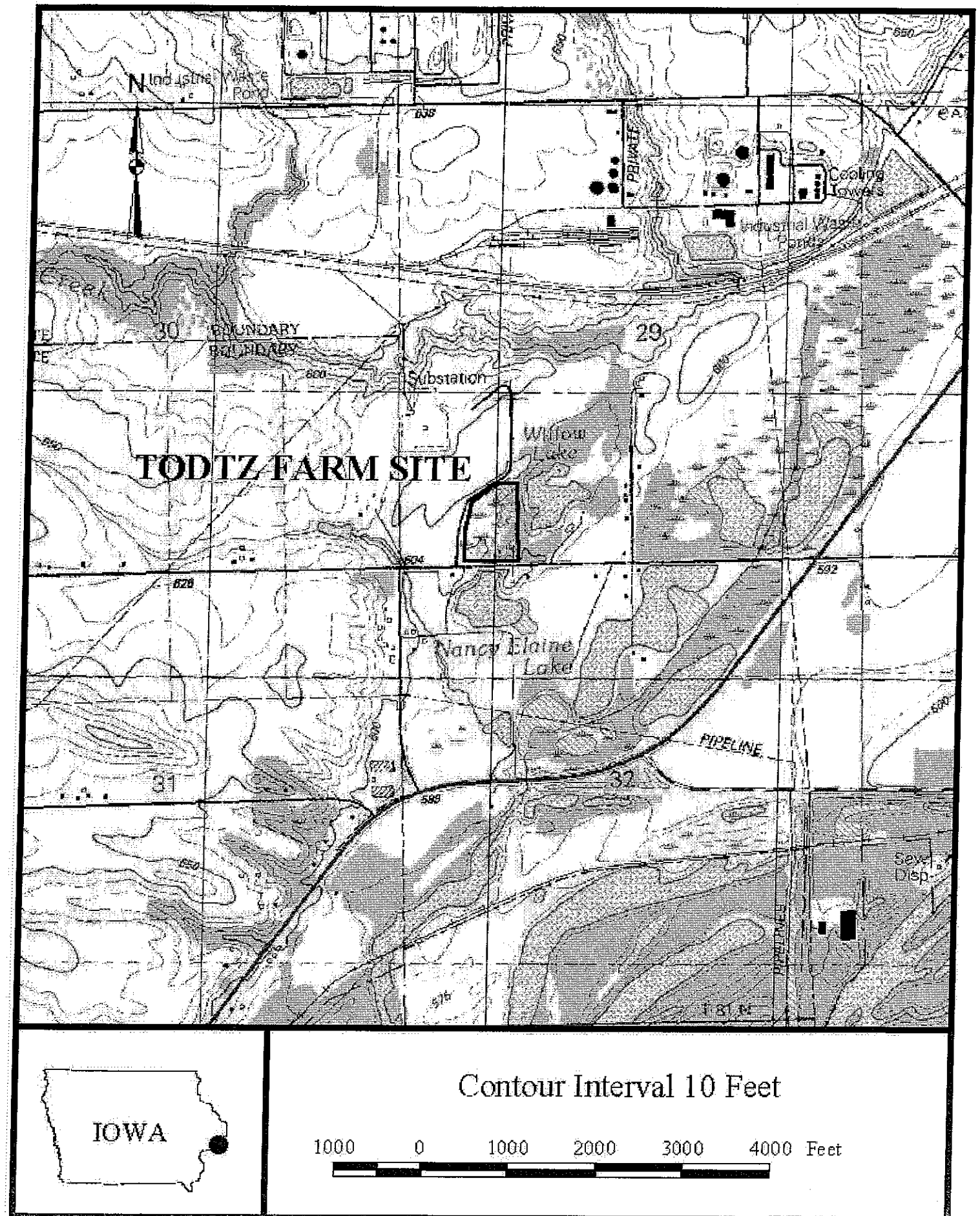
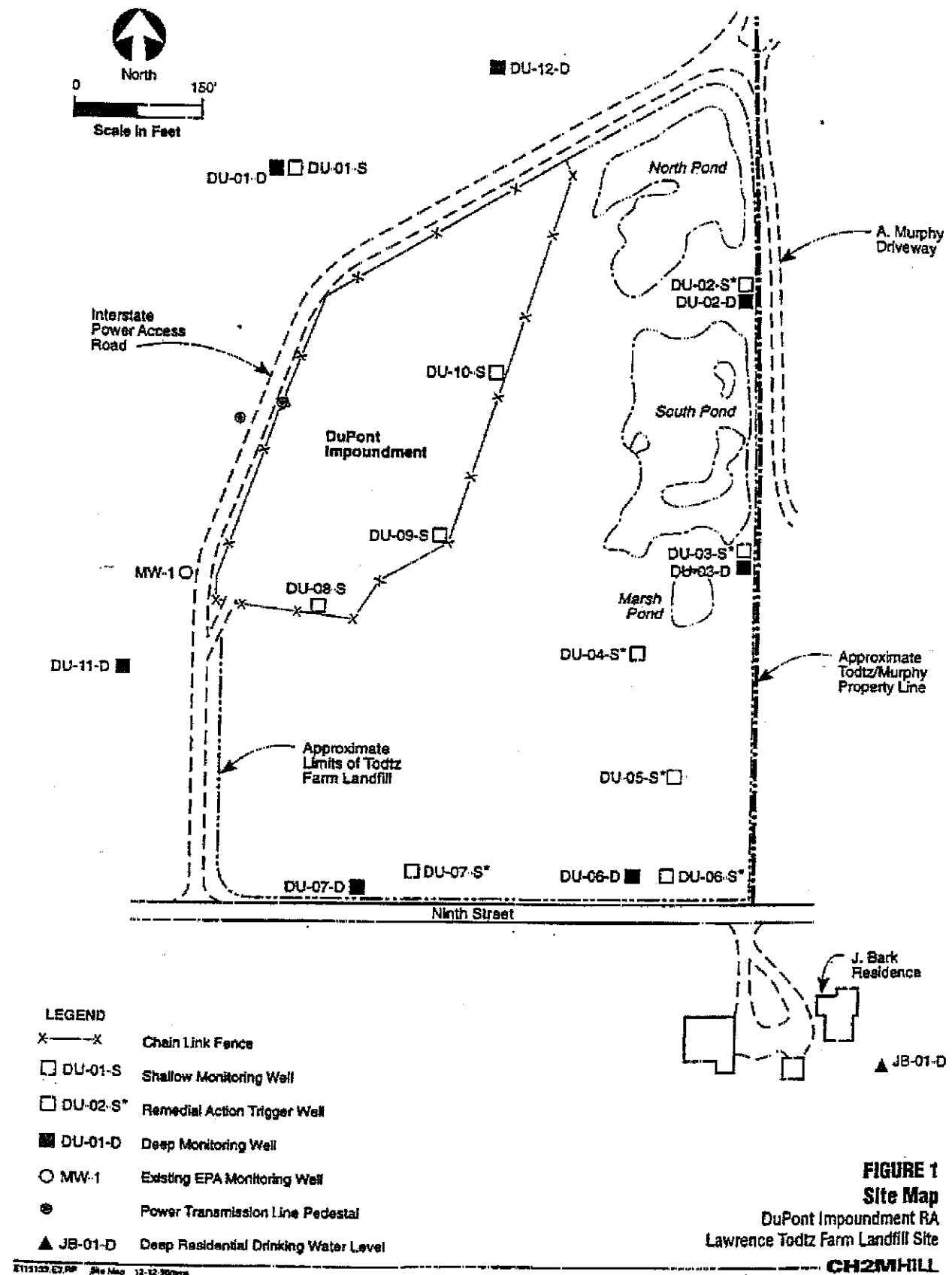
The Record of Decision (ROD) Required DuPont to cap the impoundment cell with soil, fence the area and install up-gradient groundwater monitoring system. These Remedial actions were completed in the summer of 1991. The ROD also required a long-term ground water monitoring program (at least 30 year). The Long-term ground water monitoring strategy included the establishment of the lower target level (80% of the action level) would mandate the evaluation of additional remedial options by DuPont. A detection of the higher levels would require implementation of the selected remedy.

In 1993, the lower action level was exceeded for tetrahydrofuran. During prescribed verification sampling the higher trigger level was also exceeded, however, levels have not consistently remained above the higher level. Evaluation of remedial options has resulted in the selection of a slurry wall as the preferred remedy should monitoring levels consistently exceed the higher trigger level.

The EPA conducted a five-year review in late 1995 and 2000. No changes have been recommended from the reviews, although the monitoring frequency has been reduced in accordance with the ROD.

2002: Annual Long-term Monitoring for DuPont Impoundment Operable Unit-2001 submitted to IDNR. Results indicate contamination concentrations did not exceed established "trigger levels" for this period of monitoring.

(Todtz Farm)



COLLIS CORPORATION
(Clinton, Iowa)

GENERAL DESCRIPTION

The Collis Corporation is located within the limits of the city of Clinton, Iowa and is generally described as the SE 1/4 of the NW 1/4 of Section 14, T81N, R6E, Clinton County, Iowa. **Southern Steel and Wire Holding Co** (Chamberlain Manufacturing Corporation) owns and operates Collis a manufacturing facility, which produces shelving, baskets, and accessories for refrigeration equipment. Steel wire is used to fabricate products and several metal finishing techniques are employed. These techniques include zinc plating followed by chromium conversion coating, lacquer dip and baking, and epoxy coating. The site is about 12.5 acres. The site was entered on the Registry in December 1984.

SITE CLASSIFICATION

The site is classified "c" in accordance with 455B.427.3.

TYPE AND QUANTITY OF HAZARDOUS WASTE

- **Groundwater monitoring has identified elevated levels of chromium, cyanide, nickel, lead, trichloroethylene, arsenic, trans-1,2-dichloroethylene, dichlorofluoromethane, zinc, and total organic halides.**

From 1970 to 1979, chrome plating wastewater treatment sludge was placed in six lagoons located on plant property. An estimated total of 1,090 cubic yards of sludge were disposed of in these lagoons. The lagoons were constructed without any type of liner or leachate collection system. The estimated depth of the sludge is approximately five feet. Also, before 1980, site contamination occurred through numerous spills and leaks from containers and equipment and overflows.

EPA regulates the lagoons under the RCRA program. Part or all of four of the original six lagoons still exist at the site. The area containing the original six lagoons is about 150 feet wide by 300 feet long and is located near the northernmost corner of the plant site. Portions of the existing lagoons have been filled and the containment embankment graded level with surrounding ground. The lagoons also contained water-soluble oil that leached from metal shavings deposited about 50 yards from the lagoons in the late 1970s.

Eleven soil samples collected in the area of the lagoons showed PCBs and elevated levels of several metals in most of the samples. The PCB-Aroclor 1260 was found as high as 53 ppm. The metals included chromium (670 ppm), Copper (4,000 ppm), lead (878 ppm), and zinc (3020 ppm).

The EPA received a closure plan from Collis to remove all contaminated sludge and soil in the lagoon area. Collis began to remove the hazardous waste sludge in November 1986 and continued until February 1987. About 11,000 tons of sludge were removed and transported off-site as a hazardous waste. Prior to sludge removal, about 270,000 gallons of liquid were removed from the impoundments and treated for cyanide destruction in temporary treatment tank structures. The treated liquid was discharged to the sanitary sewer. After sludge removal, another 90,000 gallons of liquids were pumped from the area and removed for off-site treatment.

SUMMARY OF PUBLIC HEALTH AND ENVIRONMENTAL CONCERNS

The Collis facility is located on the Mississippi River floodplain. The soils consist of alternating layers of clay and silts with varying layers of fine to coarse sand or silty sand. Depths to the limestone bedrock range from 6 to 118 feet. Past discharges of wastewater and sludge have caused water quality violations in Mill Creek. Surface water samples indicate there is a significant increase in copper, zinc, and cyanide downstream of the plant's wastewater discharge point. Collis and EPA agree this contamination was caused by the plant's wastewater discharge rather than groundwater flow. Concern over this contamination has decreased due to a revision of the Collis NPDES permit.

STATUS OF ASSESSMENT, MONITORING OR REMEDIAL ACTION

A plan to close the surface lagoons was developed in 1998 through a Consent Agreement and Consent Order for sludge removal, back filling, and site grading. The EPA is regulating this site under RCRA authority. The state will continue to coordinate with EPA to assure proper cleanup. Collis is also conducting a RCRA Facility Investigation under an EPA order (VII-94-H-0001).

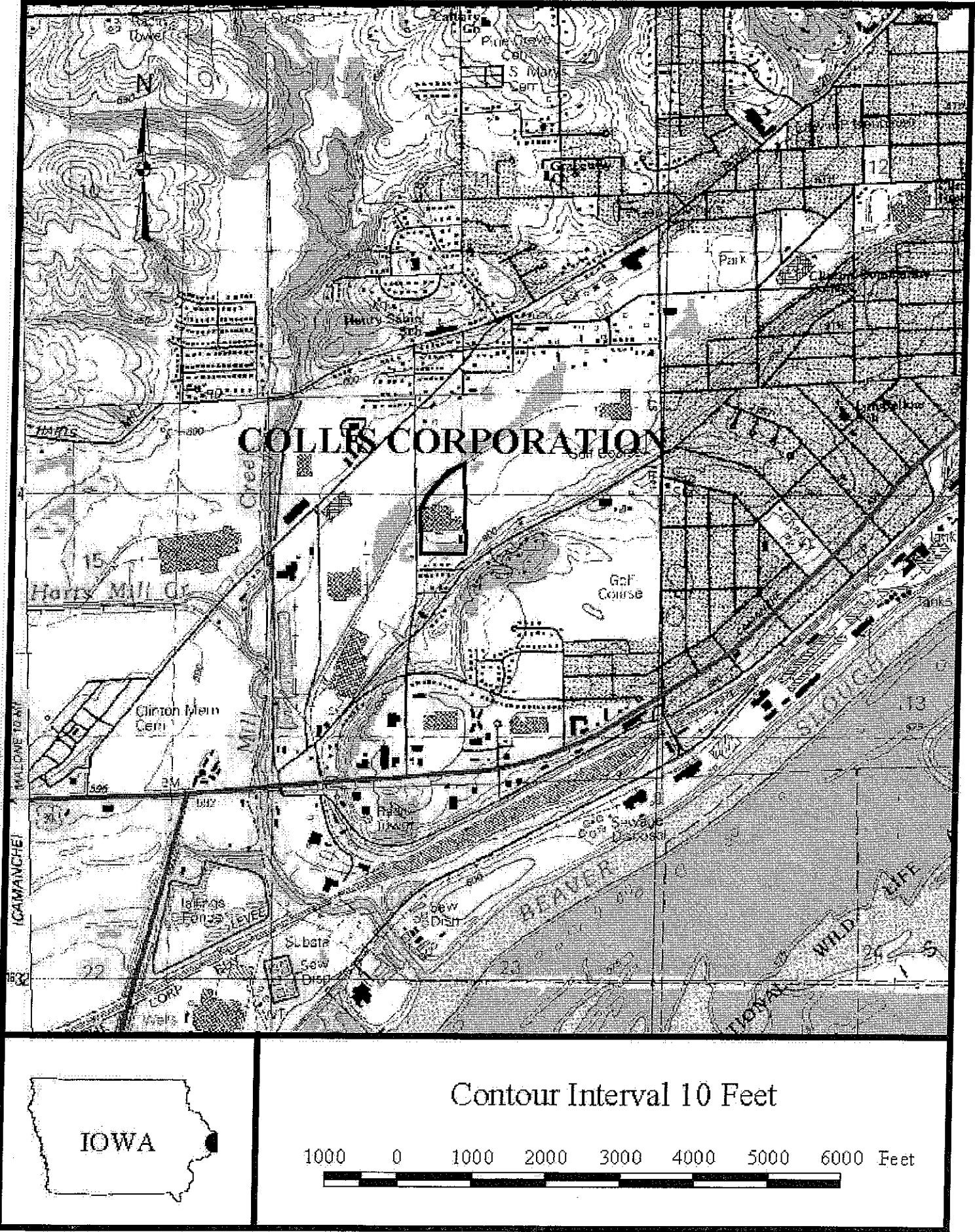
In 1998 the Remedial Facility Investigation (RFI) Report addressing soil, groundwater and sediment and surface water Manufacturer's Ditch was completed.

In 2000 the Additional Investigation Activities: Interim Report (an additional assessment) of the extent of ground water contamination within bedrock and off site contamination was completed.

October 2002, RCRA Facility Investigation: Interim Measures Work Plan (Aquifer Test) submitted for aquifer characterization for purpose of evaluating corrective action alternatives. Also, RCRA Facility Investigation: Corrective Measures Work Plan Addendum submitted for the purpose of further characterization of extent of soil and ground water contamination.

2003: The U.S. Environmental Protection Agency (USEPA) provided technical review comments on a Draft RFI/CMS work plan. The purpose of the work plan was to provide a strategy for completing the investigation of soil and groundwater contamination at the facility. Facility representatives and USEPA are planning to meet early in 2004 to discuss USEPA comments on the draft work plan and the revisions that will be required in order for the work plan to be approved.

2004: The EPA met with Collis representatives in February 2004 to discuss the technical review comments prepared by the EPA after the EPA reviewed the RFI/CMS Work Plan. Collis subsequently submitted a revised RFI/CMS Work Plan in August 2004, which is currently being evaluated by EPA. The EPA anticipates having an approved RFI/CMS Work Plan in place in early 2005.



Knott, Michael

From: Withrow, Randy [rwithrow@louisberger.com]
Sent: Wednesday, May 18, 2005 11:53 AM
To: Knott, Michael
Subject: FW: Clinton County Site Locations

Mike,

I added some information about the sites to the summary sheet I sent you the other day. The prehistoric sites are mostly campsites or small lithic scatters, but there is one burial mound site. As we discussed, the locations I plotted for you are close but not precise. I included anything that looked like it had potential to be within or adjacent to your trail alternatives. More precise location information is possible, but would take more time to plot.

Implications:
Sites listed as "not eligible" would need no further work.
Sites listed as "unevaluated" would need some additional investigation. Minimally, you would want to do enough to confirm proximity to your project. If confirmed outside your area of effect, no further work would be needed of course. If located within your area of effect, additional testing (at least a Phase I) would be needed to evaluate National Register eligibility and avoidance or mitigation would be needed for any of those sites determined eligible.
Site 13CN95 has had a Phase II evaluation, but I would have to track down the report at OSA or SHPO to find out whether or not it was recommended eligible or not eligible; therefore I simply listed it as "evaluated" for now.
Site 13CN10 is a group of prehistoric burial mounds which are protected by state law. Site avoidance is the only real option here.

I listed the trail segments that haven't been surveyed yet. New sites are possible of course along these alignments.

Randy

-----Original Message-----
From: Withrow, Randy
Sent: Thursday, May 12, 2005 12:52 PM
To: 'Knott, Michael'
Subject: Clinton County Site Locations

Mike, attached is a list of the recorded sites located along or near your bike trail corridors. Some sites have been evaluated, some have not. Right now, it looks like 13CN10 (mounds) and 13CN95 (potentially eligible prehistoric site) are sensitive areas

It looks like most of the ROW for the South Urban 1, North Urban 2 and Future MCP Extension has been surveyed for sites. The surveys were fairly recent (1991-1998: survey reports were done for the Clinton-Mill Creek Expressway) which means these areas would probably not require much if any additional survey. One site along the North Urban 2 alignment (13CN95) has had a Phase II evaluation, but I can't find a record of whether or not it was found eligible. The other segments/loops would likely require surveys.

Will plot these on your plan sheets and mail them to you. Sorry for the delay in getting back to you on this. Hope this helps.

Enjoy your vacation

Randy Withrow
The Louis Berger Group, Inc.
950 50th Street
Marion, IA 52302
319-373-3043
319-373-3045 (fax)

This message, including any attachments hereto, may contain privileged and/or confidential information and is intended solely for the attention and use of the intended

8/3/2005

No Surveys Have Been Completed for These Segments

North Rural Alt 1	No Recorded Sites		
N/S Rural Alt 2	No Recorded Sites		
Local Loop to Rock Creek Park	No recorded sites		
Local Loop (Comanche)	No Recorded Sites		
Clinton Loop	No Recorded Sites		
Railroad Loop	13CN3	unevaluated	prehistoric camp
	13CN9	unevaluated	prehistoric scatter
	13CN10	protected cemetery	prehistoric mounds
	13CN14	unevaluated	prehistoric scatter
	13CN24	unevaluated	prehistoric scatter
	13CN106	not eligible	prehistoric scatter
	13CN15	unevaluated	prehistoric scatter
North Rural Alt 1	13CN16	unevaluated	prehistoric scatter

These Segments Have Been All or Mostly Surveyed

South Urban Alt 1	13CN12	unevaluated	prehistoric camp
	13CN111	not eligible	historic (residential)
	13CN113	unevaluated	prehistoric camp
North Urban Alt 2	13CN38	no information	prehistoric isolated find
	13CN95	evaluated	prehistoric camp
	13CN96	not eligible	prehistoric & historic
	13CN97	not eligible	historic farmstead
	13CN98	not eligible	historic farmstead
Future MCP Extension	13CN103	not eligible	historic railroad grade
	13CN104	not eligible	historic railroad grade
	13CN105	not eligible	historic artifact scatter

Funding Sources

The following pages contain sources for trail funding taken from the Iowa Department of Transportation – Trails Plan 2000.

TABLE 6-2 SOURCES FOR TRAIL FUNDING

Funding Function	Program Name	Contact Information	Brief Description
Trail Development	State Recreational Trails Program	Iowa Department Of Transportation District Planners See Appendix F for detailed contact information. www dot state.ia.us	The State Recreational Trails Program funds public recreational trails. The grant requires a 25% local match and the trail must be maintained as a public facility for a minimum of 20 years. Proposed projects must be part of a statewide, regional, areawide, or local trail plan.
Trail Development	National Recreational Trails Fund	Iowa Department Of Natural Resources Parks, Recreation, and Preserves Division Wallace State Office Building Des Moines, IA 50319 (515) 281-5145 www.state.ia.us/government/dnr OR Iowa Department Of Transportation Office of Systems Planning 800 Lincoln Way Ames, IA 50010 (515) 239-1621 www.dot.state.ia.us OR http://www.fhwa.dot.gov/environment/rectrail.htm	The National Recreational Trails Fund is a federal granting program with a 50% local match. It can be used to construct and maintain motorized and non-motorized recreational trails and trail related projects. Proposed projects must be identified in the Statewide Comprehensive Outdoor Recreation Plan or the State Trails Plan.
Trail Development	Federal Transportation Enhancements Program	Iowa Department Of Transportation District Planners OR Metropolitan Planning Organizations OR Regional Planning Affiliations See Appendix F for detailed contact information	The Federal Transportation Enhancements Program, also known as TEA-21, funds enhancement or preservation activities of transportation related projects. Trail projects may fall into one of three categories: trails and bikeways, historic preservation, or scenic and natural resources. A 20 to 30% local match is required, depending on whether the project has

		www.dot.state.ia.us	regional or statewide significance.
		OR	
		http://www.fhwa.dot.gov/environment/TE.htm	
Trail Development	Iowa Clean Air Attainment Program	Iowa Department of Transportation District Planners See Appendix F for detailed contact information www.dot.state.ia.us	The Iowa Clean Air Attainment Program funds street, transit, or trail projects which help maintain Iowa's clean air quality by reducing transportation related emissions. A 20% local match is required and application forms must be submitted with emission reduction calculations.
Trail Development and Amenities	Land and Water Conservation Fund	Iowa Department Of Natural Resources Arnie Sohn Parks, Recreation, and Preserves Division Wallace State Office Building Des Moines, IA 50319 (515) 281-5814 www.state.ia.us/government/dnr	The Land and Water Conservation Fund provides 50% grants for acquisition and development of outdoor recreation areas and facilities. Grants are made to the State of Iowa or its political subdivisions.
Building Repair and Renovation, Trail Construction	Recreation Infrastructure Grant Program	Iowa Department Of Natural Resources Arnie Sohn Parks, Recreation, and Preserves Division Wallace State Office Building Des Moines, IA 50319 (515) 281-5814 www.state.ia.us/government/dnr	This program provides 1/3 grants to cities, counties, organizations, and associations for repair, renovation, and/or replacement of vertical infrastructure and trails.
Corridor Protection and Greenway Establishment	Resource Enhancement and Protection Program (REAP)	Iowa Department Of Natural Resources Kevin Szcodronski Parks, Recreation, and Preserves Division Wallace State Office Building Des Moines, IA 50319 (515) 281-8674 www.state.ia.us/government/dnr	REAP provides 100% grants to cities and counties for open space protection and passive outdoor recreation.
Trail Development	Federal Supply Service	General Services Administration's Federal Supply Service pub.fss.gsa.gov/property	Surplus items are used by state and local public agencies for carrying out or promoting one or more public purposes, such as conservation, parks, and

			recreation, by certain non-profit organizations for tax-exempt activities for public health or education purposes. Donated land could be used for the creation of trails, parks and open space.
Trail Development	Economic Development Administration	United States Department Of Commerce Economic Development Administration www.doc.gov/eda/html/prgttitle.htm	This agency offers grants for public facilities, including port facilities, tourism facilities, etc. Public works projects can include trail and other recreational facilities.
Trail Development	Wildlife Conservation and Appreciation	U.S. Fish And Wildlife Service, (703) 358-2156 www.fws.gov	The Wildlife Conservation and Appreciation program funds initiatives for which the principal purpose is to provide opportunities for the public to use and enjoy fish and wildlife through nonconsumptive activities. This program recognizes the public recreational opportunities pertaining to nongame wildlife enjoyment, including trails and waterways.
Trail Development	The Rivers and Trails Conservation Assistance Program	National Park Service Mark Weekley 1709 Jackson Street Omaha, NE 68102 (402) 221-3350 www.nps.gov	The Rivers and Trails Conservation Assistance Program was established in response to increased public demand to conserve rivers and provide trail opportunities.
Trail Development	American Greenways Kodak Awards Program	The Conservation Fund 1800 North Kent Street, Suite 1120 Arlington, VA 22209 www.conservationfund.org	American Greenways Kodak Awards Program, administered by The Conservation Fund, provides grants of \$500 to \$2,500 to local greenways projects. Grants can be used for almost any activity that serves as a catalyst for local greenway planning, design or development.
Trail Development	American Greenways Dupont Awards Program	The Conservation Fund 1800 North Kent Street, Suite 1120 Arlington, VA 22209 www.conservationfund.org	The American Greenways Dupont Awards Program is administered by the Conservation Fund, in partnership with Dupont and the National Geographic Society. This program provides grants of \$500 to \$2,500 to local greenways projects.

Trail Development	Bikes Belong	Bikes Belong Coalition, Ltd. 1368 Beacon Street, Suite 116 Brookline, MA 02446 (617) 734-2800	Bikes Belong Coalition is sponsored by members of the American Bicycle Industry. Their goal is putting more people on bikes through the implementation of TEA-21. They seek to assist local organizations, agencies, and citizens in developing bicycle facilities that will be funded by TEA-21. Matching grants up to \$10,000 are awarded.
Trail Development	Community Attractions and Tourism (CAT)	Iowa Department Of Economic Development Mark Eckman 200 E. Grand Avenue Des Moines, IA 50309 (515) 242-4770 www.state.ia.us/ided	The Community Attractions and Tourism (CAT) Program funds community attractions and tourism development activities which enhance the economic impact of tourism. Some trails may meet these criteria.
Trail Development and Improvement	The National Trails Endowment	American Hiking Society Attn: National Trails Endowment 1422 Fenwick Lane Silver Spring, MD 20910 www.americanhiking.org/alliance	The National Trails Endowment was established to provide grants to trail organizations working to establish, protect and maintain America's foot trails. Grants will be awarded to trail organizations and other non-profits with a trail-related focus. Grants will typically be limited to \$1,000 to \$10,000 amounts.
Trail Development and Improvement	Community Facilities Loans	Community Facilities Loans www.rurdev.usda.gov	Community facilities loans fund the construction, enlargement, extension or otherwise improvement of community facilities. Trail benefits could include improved access through utilities extensions.
Trail Development, Maintenance, Land Acquisition	Snowmobile Grants	Iowa Department Of Natural Resources Tony Tiogo Parks, Recreation, and Preserves Division 502 East 9th Street Des Moines, IA 50319 (515) 281-6101 www.state.ia.us/government/dnr	The DNR Snowmobile Trail grants offer funding for the development of riding areas, trail maintenance, equipment purchases, trail groomers, insurance, and land acquisition.
Trail	ATV Trail	Iowa Department Of Natural Resources	The DNR ATV Trail grants

Development and Maintenance	Grants	<p>Tony Tiogo Parks, Recreation, and Preserves Division 502 East 9th Street Des Moines, IA 50319</p> <p>(515) 281-6101</p> <p>www.state.ia.us/government/dnr</p>	<p>offer funding for the development of public riding areas, trail maintenance, equipment purchases, trail groomers, insurance, and land acquisition.</p>
Trail Development and Maintenance	Americorps	<p>Americorps</p> <p>www.cns.gov/amerikorps</p> <p>OR</p> <p>Iowa Department Of Natural Resources</p> <p>Mark Edwards Parks, Recreation, and Preserves Division Wallace State Office Building Des Moines, IA 50319</p> <p>(515) 281-8959</p> <p>www.state.ia.us/government/dnr</p>	<p>Americorps is a national volunteer program in which agencies, communities, or non-profit groups can sponsor personnel to assist in a variety of activities. Funds must be used to operate or plan community service programs. Programs could include trail building, environmental education and community restoration work.</p>
Trail Development and Maintenance	Challenge Cost Share Program	<p>National Park Service</p> <p>www.nps.gov</p>	<p>The Challenge Cost Share Program funds any partnership which benefits National Park Service projects or programs. This may include historic and archaeological site restoration, resource management, resource inventory and monitoring, scientific research, trail maintenance, interpretive videos for environmental or heritage education programs, interpretive exhibit enhancement or summer youth employment for recreation activities.</p>
Trail Development & Preservation	Conservation Alliance	<p>Conservation Alliance</p> <p>Jill Zilligen 259 West Santa Clara Street Ventura, CA 93001</p>	<p>The Conservation Alliance was founded to fund grassroots conservation organizations and their efforts to protect rivers, trails, and wild lands for non-motorized recreation. Grants are made annually.</p>
Trail Preservation	Direct Impact on Rivers and Trails (DIRT)	<p>Powerfood, Inc.</p> <p>Attn: DIRT Program 2150 Shattuck Avenue Berkeley, CA 94710</p>	<p>PowerBar's Direct Impact on Rivers and Trails Program (DIRT) provides grants ranging from \$2,000 to \$5,000 in support of efforts to</p>

		<p>www.powerbar.com/whoweare/</p>	<p>protect, preserve and restore recreational lands and waterways.</p>
Trail Promotion, OHV Recreation Promotion	Honda	<p>www.honda.com</p>	<p>American Honda Motor Co., Inc. provides grants for projects that create partnerships and promote OHV recreation and club development.</p>
Trail Safety	Polaris	<p>www.polarisindustries.com</p>	<p>Polaris Industries, Inc. provides grants of up to \$1,000 to snowmobile clubs or associations to help fund safety related projects such as rescue toboggans and two-way radios.</p>
Trail Development and Maintenance	Local Funding Mechanisms		<p>Trails may be developed, managed, and maintained using local funds. There are numerous ways such funds can be dedicated for trail use. Bond referenda, assessments, special financing districts, park/trail dedication, or general fund money may be used at a local government's discretion. Often, this money is used as the local match for other federal or state trail grants.</p>

References

American Association of State Highway and Transportation Officials, *Guide for the Development of Bicycle Facilities*, American Association of State Highway and Transportation Officials, Washington, D.C., 1999.

Iowa Department of Transportation, *Iowa Trails 2000: Connecting People and Trails: Local Community Planning for Bicyclists and Pedestrians*, Iowa Department of Transportation, 2000.

Iowa Department of Transportation and the Center for Transportation Research and Education, *Iowa’s Mississippi River Trail Plan*. Iowa State University. 2003.

Statewide Urban Design and Specifications, *Iowa Statewide Urban Design Standards for Public Improvements*, 2005.

Iowa Department of Transportation. *Iowa Trails 2000*. www.dot.state.ia.us/trails. 2000.